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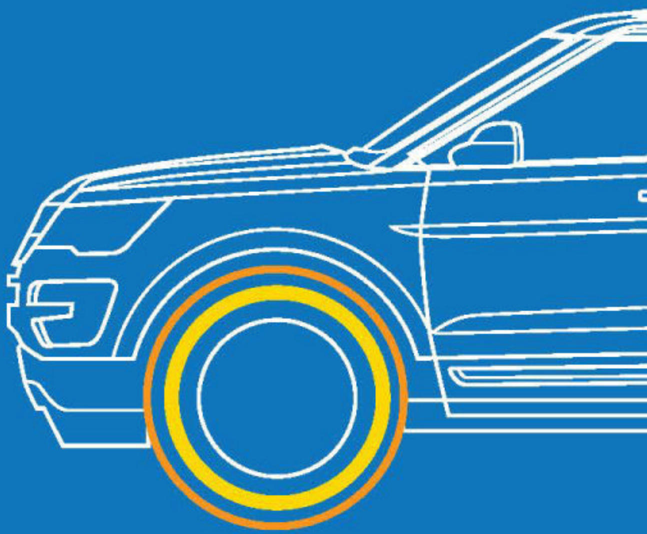

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SEPTEMBER 2023

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The CR Difference

IF YOU'RE READING THIS, you've already made two smart decisions: You've decided to buy a used car, and you've asked CR's experts to help you choose the right one.

Yes, used-car prices are still high. But with our help, you can still find one with moderate mileage and in good condition at an attractive price. Buying used also means that you may be able to drive a car with more advanced safety features than you would find in a similarly priced new car. But in today's tight market, it can be tough to find the one that will meet all your needs.

That's where we come in. Only CR has bought and tested more than 600 vehicles over the past decade, putting each one through more than 50 evaluations. And only CR conducts reliability and owner satisfaction surveys of its members, with data from the latest surveys on more than 300,000 vehicles.

About the only things you won't find here are car company advertisements. CR is a nonprofit organization, and we don't answer to automakers or dealers. We answer only to you, the consumer—and give you tips on how to avoid buying a lemon (page 46), how to get the lowest interest rate on a car loan (page 60), and how to get the most money for your trade-in (page 90).

That way, we can help you make an informed buying decision, so you can get the right car at the best price.

—CR's Auto Test Team

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Who We Are and How We Test

ROAD-TEST READY
Our 327-acre Auto Test Center, located in central Connecticut.

PHOTOS, THIS SPREAD: JOHN POWERS/CONSUMER REPORTS

WE ARE CONSUMER REPORTS, the country's preeminent independent, nonprofit consumer-product testing organization. Results of our tests and surveys appear at CR.org, in Consumer Reports magazine, across social media, and in books like this one, Used Cars.

Inside you'll find a wealth of information about 2013 to 2022 used cars, SUVs, and trucks. We'll let you know which models are available and how they compare in performance, fuel economy, and safety.

We also give you expert advice on determining how much you can afford, the best ways to shop, and how to get the most for your money—even if you hate haggling.

Each year, CR conducts its exclusive member surveys for auto reliability and owner satisfaction—we received data on more than 300,000 vehicles in 2022—so you can trust us to tell you which cars to buy and which to avoid.

How We Test Cars

Situated on 327 acres in rural Connecticut, the Consumer Reports Auto Test Center is home to some 30 staff members—automotive engineers, auto writers and editors, technicians, analysts, and support staff. They take turns anonymously buying each of the 40 or so cars and trucks tested each year.

Most other car reviewers borrow cars from manufacturers for a week at a time, but we drive each car thousands of miles over several months.

Our evaluations consist of more than 50 individual tests. That's how we know which cars are best for short and tall drivers (page 9) and which pickup trucks get the best fuel economy (page 36).

Some evaluations, such as those for acceleration, braking, and fuel economy, are objective, instrumented tests that require state-of-the-art electronic gear.

Others, such as assessments of seat comfort, ease of use of controls, and ride quality, are subjective and graded by a jury of veteran auto-test staffers. Each tester spends hours behind the wheel of each car, at our facility, in everyday driving, and on road trips and during travel with their families.

Separate evaluations cover controls and displays, cabin and trunk space, and vehicle fit and finish.

Our auto test track allows us to safely evaluate all cars under similar conditions and at their testing limits. It includes a 4,400-foot main straight that runs into a 3,500-foot handling course with undulating turns of varying radius and elevation.

We use dedicated lanes to test dry and wet braking, and for our evaluations of emergency handling. Many trials are industry-standard tests, but some are unique to us:

Emergency-handling tests are twofold. One part involves driving the cars up to and beyond their limits on our road course. The other, a crash-avoidance course, simulates the maneuver needed to avoid hitting a child, an animal, or an object that suddenly appears in your lane of travel.

To evaluate fuel economy, we first splice a precision fuel meter system into each car's fuel line. Then we conduct a stop-and-go city-driving circuit at the track and log highway fuel economy at a steady 65 mph on a straight stretch of public highway.

CR evaluates headlights through instrumented tests and on a nighttime course lined with a series of black targets set up at specified distances apart.

In addition to vehicles, we evaluate batteries, tires, and child seats.

- **Batteries.** We rate batteries in order of overall performance within group sizes and identify models that are sealed and maintenance-free.
- **Tires.** As part of our exhaustive tests, we run tires for thousands of miles to project tread life. We evaluate most common types of car and SUV tires, from all-seasons to ultra-high-performance and winter tires.
- **Child seats.** We evaluate every car to see how easy it is to install a variety of child seats and get them cinched up securely. Crash-testing for child seats is conducted at an outside contract lab.

Learn more about how Consumer Reports tests at **CR.org/autotest.**

FIND THE RIGHT VEHICLE FOR YOU

The used-car market is in a state of flux. Buyers are snapping up whatever they can find, and inventory shortages mean that some late-model used cars are selling for as much as new vehicles. Prices for used cars are as much as 30 percent higher than they were before the pandemic. But that doesn't mean you're out of luck. With a little research and patience, you can find a safe and reliable vehicle that meets your needs. We'll show you how.

Starting the Car-Buying Journey

THE KEY TO MAKING the right choice is finding the vehicle that best fits your priorities, such as price, fuel economy, safety, comfort, and reliability. While finding the right car might seem fun at first, it can get overwhelming—real fast. That's where we can help. Our recommendations are based on hands-on testing, the largest pool of reliability data available anywhere, and our car experts' accumulated knowledge. This chapter will guide you to the best models and steer you away from those that don't measure up.

The Used-Car Sweet Spot

Even though used-car prices have skyrocketed since late 2020, the best values among used cars is likely with 3- and 4-year-old models. That's because 1- and 2-year-old used cars have seen a significant price spike, often priced close to new cars. With an older car you'll pay less for collision insurance and taxes. Plus, they have already taken their biggest depreciation hit. You may even find some that still have warranty coverage left. Plus, you'll likely get a nicer, safer car than you'd be able to afford new.

But buying a used vehicle means being able to find the right balance of value and risk. The following section presents some issues to consider.

- **Reliability.** One thing that has made used cars more appealing is their improved reliability. In Consumer Reports' recent Annual Auto Surveys, members reported about one-third fewer problems with 5-year-old cars than those of the same age in the 2015 surveys. Rust and exhaust-system problems are no longer common, and major engine and transmission problems have also decreased, making late-model used vehicles far less of a risk. When properly maintained, today's vehicles should easily surpass 100,000 miles without major work, and many could reach 200,000 miles.
- **Warranties and repairs.** Although used cars are more reliable than ever, maintenance and repair costs are still an important consideration—especially with luxury models.

As vehicles run out of warranty coverage, you can expect not only more problems as the years and miles pile up but also more costly ones. You'll have to budget for potentially costly repairs in addition to parts that get worn, such as tires, brakes, and batteries. But even if you replaced all those things the moment you bought a used car, you'd still save over buying new.

There is always the risk that you'll buy a lemon. Even a model with a great reliability history may include a poor example, or have been abused, neglected, or damaged by its owner.

By following our tips and having the vehicle thoroughly inspected by a qualified mechanic, you can protect yourself against nasty surprises.

- **Depreciation.** Rapid depreciation is generally a disadvantage of buying a new car. Models lose almost 50 percent of their value during the first three years, compared with around 21 percent over the next three, but this can vary.

Several factors determine depreciation, including the model's popularity, perceived quality, and supply. Historically, the average depreciation on a $38,000 new car means that after three years it's worth only about $19,000–a huge hit.

With the ongoing turmoil in the new- and used-car markets as a result of the global pandemic, depreciation isn't as severe as in the past. You'll pay more for a used car than you would have pre-pandemic, but you'll also get more money if you sell or trade in your own car.

- **Interest rates.** Recent actions by the Federal Reserve to tame inflation continue to result in higher interest rates. For example, in the fourth quarter of 2022 the national average interest rate for a 48-month new-car loan was 6.07 percent, according to Experian, an analytics and credit reporting company, the average interest rate for a used-car loan was 10.26 percent. One year ago those rates were 3.88 percent and 8.22 percent, respectively.
- **Insurance and taxes.** You'll usually pay a bit less to insure a used vehicle than a new version of the same model. The same usually goes for excise or wheel tax, if applicable.
- **Safety.** Many late-model used cars (between 2 and 6 years old) were available with rearview cameras, forward collision warning (FCW), automatic emergency braking (AEB), and blind spot warning (BSW) when new. Look for a model equipped with some or all of these features.

How Much Will It Cost?

You may already be dreaming of a model that caught your eye, or of features that will make your driving more pleasurable. But the first step in buying a car should be to estimate what price range you can afford. To do this, you need two pieces of information:

- **Down payment.** How much money can you pay up front in cash, with a trade-in, or both?
- **Monthly payment.** If you plan to borrow money, what is the maximum monthly payment you can afford?

You're likely to have to make a down payment on your loan. To minimize your overall cost, put down as much as you can afford–preferably at least 20 percent. A higher down payment reduces the amount of money you need to borrow, which lowers your monthly payments and reduces the amount of overall interest you'll pay.

WHAT CAN YOU AFFORD?

36%

Your total monthly debt payments should never exceed this percentage of your gross monthly income.

A down payment doesn't have to be all cash. If you already have a car, any trade-in allowance the dealer gives you for it can be credited toward your down payment. For a variety of reasons, a dealer might offer you very little for your trade-in, and you'd be better off selling it privately or to another dealer. For instance, if your present car is old or in bad shape, or not in demand where you live, the dealer might plan to sell it on the wholesale market. If that's the case, expect a bottom-dollar offer because the car will change hands at least twice before it gets to the next retail owner–a scenario we discuss in greater detail in Chapter 6, where we also offer advice on how to get the best price when selling your car.

- **How much can you afford?** A common rule is that your total monthly debt payments should be no more than 36 percent of your monthly gross income. Of course, less is always better, but by following this rule, you can use these steps to determine how much you can afford to spend:
- Figure out your monthly gross income (your income before taxes and other deductions) and multiply it by 0.36.
- Itemize and total all your monthly payments, including your mortgage or rent, credit card bills, and other installment loans.
- Subtract the total of your monthly payments from the 36 percent figure.

For example, if your pretax annual income is $75,000, total debt payments should not exceed $27,000 per year. If your existing debt payments equal, say, $20,000 per year, you shouldn't exceed $7,000 annually, or $583 per month, for car payments.

That's just a starting point. What you may "qualify for" and can "afford" are different things. When you make a realistic assessment of all your monthly financial obligations, and consider that insurance, gasoline, and other running costs must be met, you may find that you have far less available for a car loan than you thought.

By knowing your down payment and monthly payment, along with a typical interest rate and the number of years you're willing to make car payments (the term of the loan), you can calculate the price of the vehicle that you can afford and the loan amount for which you'll need to qualify. For more about auto financing, see Chapter 4.

In addition, you need to think about other costs, such as sales tax, registration fees, and insurance premiums.

Taxes and registration fees can

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increase your out-of-pocket cost by 10 percent or more. Driving a car that's worth more than your current one will cost extra in insurance. Before getting too far into the buying process, check with your insurance agent or get insurance quotes online so that you understand what you're getting into.

Focus on Your Needs

Begin by asking yourself some basic questions to find models that excel in the areas that matter to you.

- **How many people will you carry?** Most vehicles will accommodate five people, although the center-rear position is often cramped. If you need to carry more people, consider buying a minivan or a midsized or large SUV, which will be able to carry seven or eight people. Keep in mind that the third-row seats in most midsized SUVs are more appropriate for children.

If you drive with kids in car seats, read our detailed reviews at **CR.org** to see just how easy it is to install car seats—and how many can safely fit across one row. Car seats might overlap another seating position, rendering it useless.

Many two-door coupes provide seating for four people, but the rear seat is often very tight, uncomfortable, and awkward to access.

- **How much cargo do you carry?** If you regularly carry large items—such as camping or sports equipment—a minivan, an SUV, or a wagon may be suited to your needs. Their sizable cargo areas can be enlarged by folding down or removing the rear seats. Keep in mind that carrying passengers in a third-row seat significantly reduces the room for cargo.

A pickup is useful if you often carry dirty, heavy loads. A crew cab, with two sets of full doors and two regular rows of seats, is a popular choice because it can seat up to six people.

Most car trunks accommodate a reasonable amount of luggage, but if you carry more cargo or longer items, make sure the rear seatbacks can fold down, enlarging the trunk area.

If you prefer a smaller car with cargo-carrying ability, consider a hatchback. It often has more interior space than a car with a trunk, it's even more versatile with the rear seats folded down, and the hatch makes it easier to get large items in and out.

- **How do you like to drive?** If you're an enthusiast who wants to feel the road and be one with every part of the driving experience, then quick acceleration, crisp handling, and responsive steering will probably be high on your priority list.

Even more practical choices may still have a stiff, sometimes uncomfortable ride.

Maybe you prefer a softer ride, luxurious seats, convenience features, and isolation from the outside world. Luxury vehicles, from family sedans to SUVs, deliver that experience.

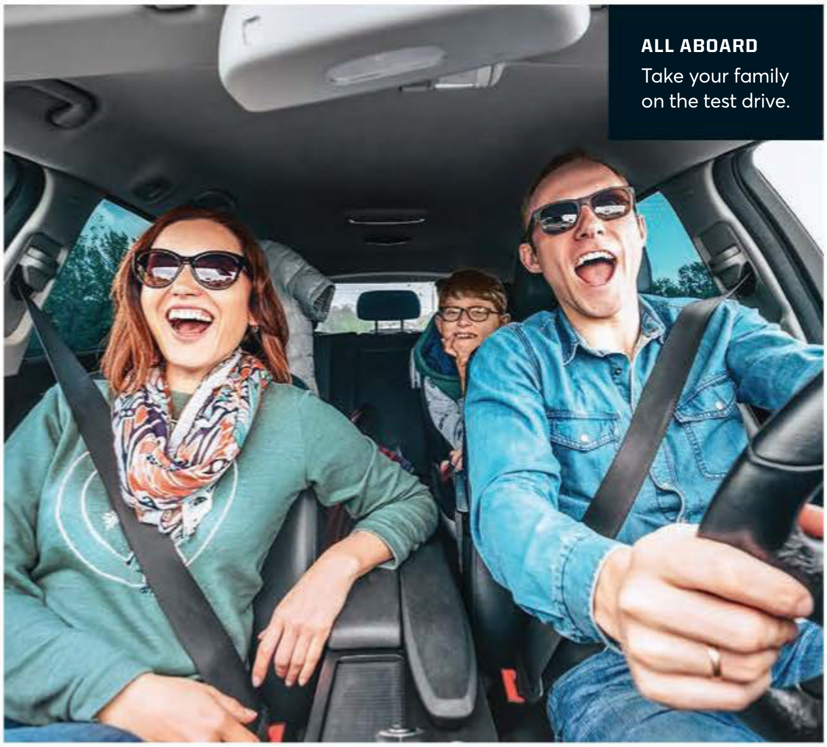
Perhaps you need only basic transportation—a comfortable, reliable, fuel-efficient commuter. Though on paper a number of models fill this need, it's still important to do your research. Within a given price range, there are big differences in fuel economy, comfort, and overall value.

Even if you aren't an enthusiast, it's important to remember that a car that handles well isn't just about sporty driving. A vehicle with sharp reflexes can help you retain control in an emergency situation, such as swerving to avoid an obstacle or another vehicle.

The best way to gauge the driving experience is to narrow your list by reading the vehicle reviews that begin on page 96, then do a thorough test drive.

- **Fuel economy vs. performance.** Many automakers offer several powertrain choices for each model, but which is best for you depends on your priorities. Do you want a higher-performance vehicle, or something more economical?

Smaller vehicles and many midsized models offer four-cylinder engines, which usually provide the best fuel economy but might lack the power or smoothness of a six-cylinder. Automakers continue to squeeze more



ALL ABOARD
Take your family on the test drive.

PHOTO, THIS PAGE: ADOBE STOCK. PHOTOS, FACING PAGE: JOHN POWERS/CONSUMER REPORTS

CHECK THE FIT FOR EVERY DRIVER

Before you buy, make sure everyone can get comfortable, reach the controls, and see out

Most vehicles are supposedly designed for a wide range of body types, but many don't accommodate short or tall drivers very well. The shortest tester on our staff is 5 feet, 1 inch tall; the tallest is 6 feet, 2 inches, so we take their experiences into account. To find out which ones are better or worse, we took a look at the scores of recently tested models that are relevant to late-model used cars and equivalent designs. We focused on ratings for seat comfort, driving position, access, and all-around visibility. A few cars were rated very highly by both tall and short testers. Families with different-sized drivers might consider the BMW X5 or Volvo XC90. Several models, including the Jeep Wrangler, Mazda MX-5 Miata, Mitsubishi Mirage, Nissan Z, and Toyota Tacoma, don't serve tall or short drivers well. In sports cars like the Z and Miata, tall people might hit the roof and short people might not be able to reach the clutch comfortably without compromising their driving position.

FOR SHORT DRIVERS

10 BEST CARS

BMW 7 Series
BMW X3
BMW X5
Honda Odyssey
Lexus ES
Lexus RX
Subaru Forester
Subaru Outback
Volkswagen Tiguan
Volvo XC90

10 WORST CARS

Chevrolet Camaro
Chevrolet Colorado
Dodge Challenger
Jeep Renegade
Jeep Wrangler
Mazda MX-5 Miata
Mitsubishi Mirage
Nissan Titan
Nissan Z
Toyota Tacoma

BMW 7 Series

FOR TALL DRIVERS

10 BEST CARS

Audi A6
Audi A8
Audi Q7
BMW 7 Series
BMW X5
Genesis G90
Honda Pilot
Land Rover Range Rover
Porsche Cayenne
Volvo XC90

10 WORST CARS

Chevrolet Bolt
Chevrolet Camaro
Honda Insight
Hyundai Veloster
Jeep Wrangler
Mazda MX-5 Miata
Mitsubishi Mirage
Nissan Z
Porsche 718 Boxster
Toyota Tacoma

Audi A6

power out of smaller engines. Turbocharged four-cylinders are in many vehicles, from small hatchbacks to sports cars to SUVs. They deliver more power than you might think, often with much better fuel economy than a larger engine provides.

Six-cylinder engines, available in midsized and larger models, are quieter and smoother than four-cylinder engines.

Eight-cylinder engines usually deliver lots of power but also return the lowest gas mileage. They are becoming increasingly rare, with the exception of luxury cars and pickups.

Some of the best overall fuel-economy figures we've attained have been with hybrids. They tend to provide better fuel economy than a similar-sized conventional vehicle. Older hybrids that have performed well in our fuel economy tests include the 2013 Ford Fusion Hybrid and 2016 Hyundai Sonata Hybrid (39 mpg); 2014 Honda Civic, 2014 Honda Accord, and 2014 Lexus CT hybrids (40 mpg); 2016 Chevrolet Malibu Hybrid (41 mpg); 2018 Accord and Toyota Camry hybrids (47 mpg); and 2016 Toyota Prius (52 mpg).

The 2015 Lexus NX and 2016 RX hybrids (29 mpg) and 2013 Toyota Highlander Hybrid (27 mpg) have the best fuel economy of any older SUV in our tests. The 2017 Chrysler Pacifica Plug-in Hybrid got 27 mpg overall on gas only.

Finally, electric cars continue to hit the used-car market. If they meet your needs, they can be a great value, especially if you can get a tax credit that lowers the purchase price.

For more information, turn to Chapter 2, "Stretch Your Fuel Economy," beginning on page 28.

▪ **Transmission types.** Automatic transmissions are the overwhelming choice of American car buyers. Automatics with six or more gears are common because they can wring out more miles per gallon, as well as make for smoother, quieter power delivery.

Another type of automatic is a continuously variable transmission. A CVT doesn't have a set number of gears, but it can constantly vary between its highest and lowest ratios for optimal fuel economy and performance.

A sequential-shift or dual-clutch transmission is a computer-shifted manual transmission that works like an automatic, but it shifts faster and provides the sporty shift feel of a manual.

These transmission styles often feature a manual-shift mode, which is marketed as a way of adding some fun to driving a car with an automatic. It can be handy when driving in hilly or mountainous areas because it provides more control when shifting down on long descents, and it allows drivers to select a lower gear in winter conditions. A few automatics and CVTs have a winter mode, where the transmission adjusts to lower engine speed and improve traction on slippery surfaces.

While manual transmissions can be more engaging for drivers, they're no longer an option on many vehicles. Nor do they offer a big fuel economy advantage over the newest automatics.

TOP USED CARS FOR TEEN DRIVERS

Vehicles that meet our safety, reliability, and performance criteria.

Buying a car for a new driver can be a balancing act between getting a model you can afford and finding one that's safe and reliable.

The best bet is to buy the newest, most reliable model with the most safety equipment you can afford. Do not even consider a car without antilock brakes (ABS), side and head-protection curtain airbags, and electronic stability control (ESC). If you can reach a little deeper and get a car equipped with automatic emergency braking, so much the better. The lifesaving assistance these systems can provide is worth every penny in an emergency situation, and they can be especially beneficial to an inexperienced driver.

All cars from the 2012 model year onward have standard ESC.

The list here includes models that are safe; performed well overall in our tests; have proved to be reliable, according to our Annual Auto Surveys; and have standard ESC.

You'll notice that we don't recommend any large pickups or SUVs for young, inexperienced drivers. That's because they don't handle or brake as well as smaller vehicles and invite young drivers to bring along passengers, who can be a source of distraction.

Sports cars increase the risk of speeding and have a higher death rate than all vehicles. Consequently, they carry tuition-sapping insurance premiums.

Also, keep in mind that every used car has been treated differently. The older a car gets, the more its care and maintenance history affect its overall performance and reliability. That's why it's important to get a used car inspected for any issues before you buy it.

To help you find the best vehicle for a teen driver, we've curated this list of cars that are particularly suitable to teen drivers. For even more information on teen car safety, go to **CR.org/teens**.

PHOTO, FACING PAGE: ADOBE STOCK

▪ **2WD, AWD, or 4WD: How much traction do you need?** Most vehicles use two-wheel drive, where power is sent to the front or rear wheels. Front-wheel drive is used in most cars, wagons, minivans, and 2WD versions of car-based SUVs, and leaves more room inside for passengers and cargo. It's better than rear-wheel drive in slippery conditions because more weight is on the drive wheels.

Rear-wheel drive places less demand on the front wheels, allowing them to be used primarily for steering. This configuration is commonly used in pickups and truck-based SUVs made to handle heavy-duty chores such as towing. But it is also popular on sports cars and high-performance sedans because it helps improve handling.

Traction control, a common standard feature, helps maximize traction at the drive wheels by preventing wheel spin. It's particularly useful when accelerating on a wet, snowy, or icy surface. But if no drive wheel has grip, traction control won't help. In wintry conditions, a 2WD vehicle with traction control will have more difficulty getting up a slippery slope than one with AWD or 4WD.

All-wheel drive feeds power to all four wheels. It provides maximum forward traction and is especially helpful in slippery conditions and when driving over mild off-road terrain. AWD is also helpful in rapidly changing conditions or when driving on a road with intermittent snow and ice. Its relatively light, compact design makes it the system of choice for many vehicles.

Although 4WD and AWD are often used interchangeably in advertising and brochures, the major difference is that 4WD incorporates low-range gearing. That helps in more challenging off-road conditions, such as traversing rocks or deep water, or tackling steep off-pavement hills. But the majority of 4WD vehicle owners never come close to needing this capability.

Modern four-wheel-drive systems are either full-time—engaged all the time—or automatic, where the vehicle switches between two- and four-wheel drive depending on the conditions.

Some pickups and truck-based SUVs use part-time 4WD systems. These require the driver to select the drive mode with a switch, knob, or gear lever, limiting the vehicle's ability to provide optimum traction when conditions suddenly change. In addition, they can't be driven on dry pavement in 4WD mode without running the risk of severe drivetrain damage. Remember, AWD and 4WD systems add weight to a vehicle, hurting fuel economy.

Making the Final Cut

When you know your price range and the type of vehicle that interests you, and you've used our tools and comparison charts to find models that meet your requirements, it's time to narrow the candidates to a few promising models that are worth spending the time to test-drive.

To do this, gather as much information as you can to compare each vehicle in important areas such as driving

RECOMMENDED VEHICLES

BMW 3 Series sedan (2016)
Chevrolet Equinox (2017)
Chevrolet Volt (2013)
Ford C-Max Hybrid (2014-2016)
Ford Edge (2020)
Ford Fusion (2014, 2016)
GMC Terrain (2017)
Honda Accord (2013-17, 2020-21)
Honda Civic sedan (2013-15, 20 or newer)
Honda CR-V (2015-17, 2019-21)
Honda Insight (2019)
Hyundai Genesis (2016)
Hyundai Kona (2021)
Hyundai Santa Fe (2017 built after 3/2016, 2019)
Lexus NX (2015 or newer)
Lincoln MKZ (2014-15, 2017-18, 2020)
Mazda3 (2014-18, 2020)
Mazda6 (2014-18)
Mazda CX-3 (2019)
Mazda CX-5 (2014 built after 10/2013, or newer)
Nissan Altima (2018, 2020)
Nissan Murano (2016-19)
Nissan Rogue (2015, 2017)
Subaru Crosstrek (2018 or newer)
Subaru Impreza (2018)
Subaru Legacy (2013 built after 8/2012, or newer)
Subaru Outback (2015-18)
Toyota Avalon (2013 or newer)
Toyota Camry (2013-20)
Toyota Corolla sedan (2014 or newer)
Toyota Highlander (2014 or newer)
Toyota Prius (2013 or newer)
Toyota Prius V (2013-17)
Toyota Sienna (2015-18)
Volkswagen Passat (2017)
Volvo XC60 (2017)

experience, reliability, fuel economy, safety, and features.

But just as cars can vary greatly in quality, so can sources of information. The following pages help you assess what's available.

- **CR's reviews.** You can get started by reading the summary reviews in the vehicle reviews that begin on page 96. CR All Access or Digital members can also see our full road-test reports and generation summaries at **CR.org**. You can see when a model has had a major redesign by checking its profile in this publication.

Moreover, few organizations other than CR purchase their vehicles and conduct their own instrumented testing, which allows more accurate comparisons among different vehicles.

The key is to find reviews that are in-depth enough to give you a good, solid overview of the car and cover the aspects that are most important to you.

- **CR road-test reports.** Consumer Reports maintains road-test ratings on groups of competing vehicles in a similar price range and category. This way, once you have decided on the type of vehicle you want, you can easily compare models within a particular vehicle class.

You can compare vehicles by arranging test drives of the same class of vehicle one after the other. Take notes on areas of special interest to you, such as seat comfort and driving position, and the presence or absence of features you like, such as heated seats, leather trim, and lots of cargo space.

- **CR owner satisfaction data.** Though user reviews provide some helpful information, each year our members give us detailed feedback on their satisfaction with the vehicles they own. Our owner satisfaction ratings are unbiased and are based on hundreds of thousands of member reports, as part of our Annual Auto Surveys. For more information, see page 22.
- **Other sources of reviews.** To get an in-depth perspective on a model, it's important to read reviews from sources you trust. Good ones can tell you how a vehicle handles, accelerates, and brakes, and how comfortable and user-friendly the interior is. They also highlight shortcomings and deficiencies you might overlook. Because different sources have varying points of view, we recommend reading several of them.

There's no shortage of reviews of older vehicles that were written when the cars were new. Plus, the review for a new model will often be applicable to a late-model used version.

Whether they're streamed or printed, keep in mind that most car reviews are supported by advertising and based on borrowed cars. Those reviewers might not want to offend the companies that advertise with them or loan them vehicles. Plus, vehicles are specially prepped before the cars are delivered to reviewers, and usually only well-equipped models are loaned out. So although you can get insight into a vehicle's performance and driving character from those reviews, you will seldom find very much hard-hitting criticism or an in-depth exploration of safety or reliability concerns, and their commentary may be based on a higher trim level than most people buy.

Auto-enthusiast publications tend to focus on a vehicle's performance attributes, often at the expense of more everyday concerns such as safety, reliability, and fuel economy.

YouTube videos and other video

INDEPENDENT EVALUATIONS

Both the IIHS and NHTSA conduct crash tests.

NHTSA
5-Star Safety Ratings
NCAP 56.3 KPH FRONTAL
2020 Toyota Tacoma
NHTSA No. M20205103
5/26/2020

PHOTO: NHTSA

reviews can give an in-depth look at the ins and outs of a new car, but remember that some are created by amateurs and reviewers with limited automotive experience. Some of these "reviewers" may actually work for a dealer or be paid directly by car companies, or they might try to get more viewers by intentionally offering outrageous opinions.

User-review sites are different in that their reviews have been submitted by owners. You can find a range of topics, from car-buying experiences and discussions of recurring problems to service frustrations.

All that can give you valuable insight, but keep in mind that the owners usually don't have experience with a wide range of vehicles with which to compare theirs. And sometimes the reliability of the information can be questionable. For example, you have no way of determining the source of an entry—it could be from a disgruntled automaker employee, a dealer, or a dealer's competitor.

Avoid reviews that talk about only specifications or performance promises. These just recycle what they pick up from automakers' press kits. They don't review, judge, or test products and services themselves.

Reliability Ratings

Reliability is perhaps the single most important consideration for a buyer when choosing a used car. A vehicle's reliability can seriously affect how satisfied you'll be with a car over the years, and it can significantly influence resale value when you're ready to replace it. Reliability is also the most difficult quality to evaluate in a vehicle because the information has to come from vehicle owners' direct experience over time.

CR provides the most comprehensive reliability information available to consumers. It's based on our annual surveys of our magazine and online members, who are asked about any serious problems they had with their own vehicles in the preceding 12 months.

THE MOST IMPORTANT CONSIDERATION

> The more reliable a car is, the more you're likely to be satisfied with it over the years, and it can significantly influence resale value when you're ready to replace it.

These surveys generate hundreds of thousands of responses—the 2022 surveys, for example, provided information on over 300,000 vehicles—which give us a solid foundation for our new- and used-car reliability ratings.

We provide reliability information in several forms. For used-car buyers, we give ratings for 17 trouble areas over 10 model years, so you can see a model's individual strengths and weaknesses. We also provide a Used-Car Verdict for each model year that sums up the vehicle's overall reliability. The reliability verdicts are weighted to emphasize major problems in areas such as engine, transmission, cooling, and drive systems, all of which can be serious and more expensive to repair.

These ratings are included in our Reliability History charts, which are part of our vehicle reviews. Starting on page 16, you'll also find lists of the worst and best used cars, in terms of reliability. It includes all models, by year, that have had above- or below-average reliability, so you can quickly see which models to look for and which to avoid.

▪ **Other reliability sources.** Although they lack the reach of CR's data, there are other services that provide supplemental sources of information.

The most widely known of these services is J.D. Power (jdpower.com). For used cars, J.D. Power has a vehicle dependability study, which measures problems experienced by original owners on 3-year-old vehicles. The 2023 VDS is based on about 30,062 vehicles.

You can also post and read messages in online forums for owners. Remember that gathering anecdotes about particular vehicles is not the same as consulting a scientifically designed survey, but it can help you determine how much it may cost to fix some common issues.

Safety Ratings

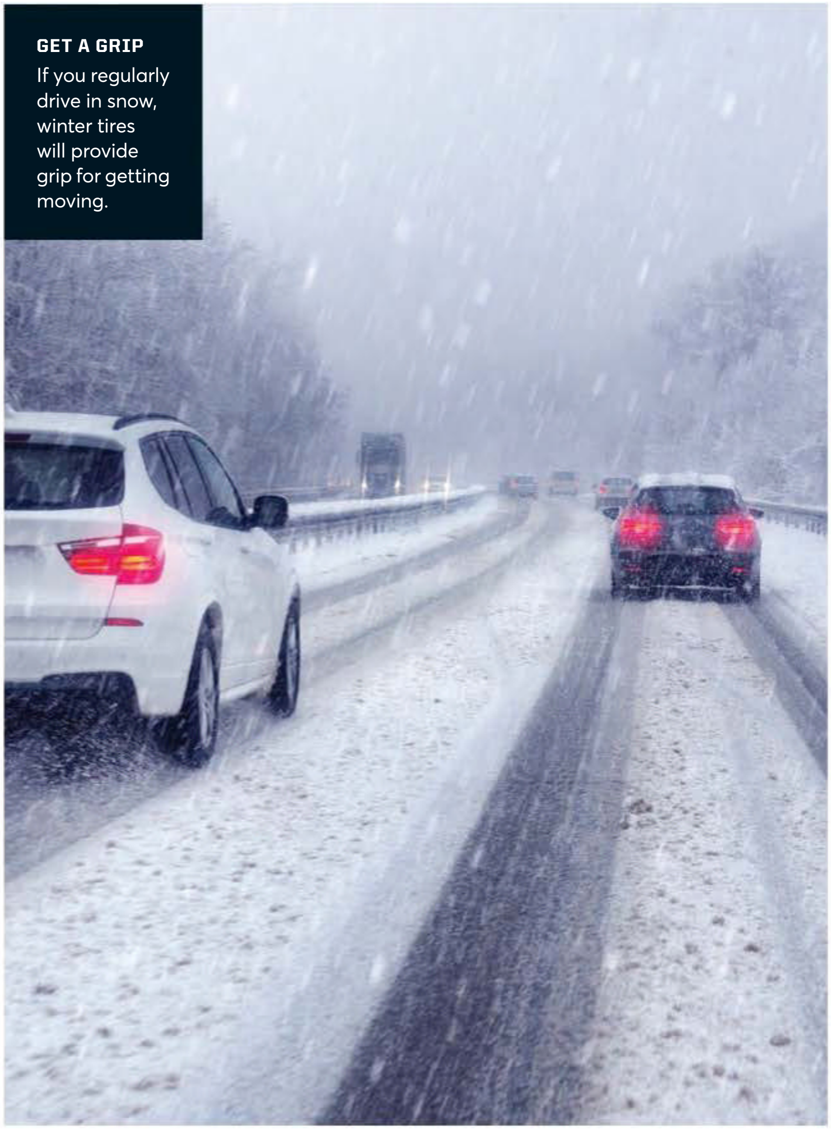
Several elements affect a vehicle's overall safety capability.

▪ **Crash tests.** Frontal- and side-impact crash tests are conducted by the Insurance Institute for Highway Safety (iihs.org) and the National Highway Traffic Safety Administration (nhtsa.gov).

In 2012, the IIHS added the small-overlap front test, which replicates the driver's side of a car hitting a tree or pole straight on. The IIHS retroactively applied the results of cars crashed in 2012 and later to earlier versions of the same model. The IIHS also added a small-overlap front test to the front-passenger side in 2018. The results are applied to earlier model years of the same generation. The vehicle reviews starting on page 96 include major crash-test results for the past 10 years.

▪ **Crash avoidance.** A vehicle's ability to help you avoid a crash is just as important as its ability to protect you in an impact. For every crash, there are numerous near misses that statistics don't reflect. Several factors contribute to a vehicle's crash-avoidance capability, with the two most important being braking and emergency handling. Using our test data, our new-car publications provide a crash-avoidance rating for all tested vehicles.

▪ **Rollover resistance.** Rollover crashes are of particular concern with



GET A GRIP
If you regularly drive in snow, winter tires will provide grip for getting moving.

SUVs and pickups. To help consumers compare vehicles, NHTSA provides a Rollover Resistance Rating.

The RRR is based on a vehicle's Static Stability Factor and a dynamic rollover test. The SSF, determined from at-rest, or "static," measurements of the vehicle, essentially indicates how top-heavy it is. The dynamic rollover test simulates a driver having to make severe steering maneuvers, as can happen in an emergency.

Vehicles that tip up fail the test, but this failure downgrades the overall star rating only slightly. We will not recommend a vehicle that tips up in this type of situation. The ratings are available at nhtsa.gov.

- **Roof strength.** The IIHS also tests for roof strength. During a rollover, stronger roofs crush less, reducing the risk that people will be injured by contact with the roof itself.
- **Rear-impact protection.** Although rear-end crashes have a low fatality rate, they have a high injury rate, especially for whiplash neck injuries. The design of a car's head restraints and seats are critical factors in the severity of a whiplash injury.

Consumer Reports evaluates head restraints. Front head restraints usually meet or exceed evaluation requirements, but rear head restraints differ greatly.

Another good source for information on rear-impact protection is the IIHS website (iihs.org). The institute conducts evaluations of head restraints and performs dynamic rear-impact tests that measure how well the seat/head-restraint combinations in different models protect against whiplash.

- **Rear blind zones.** Every year children are injured or killed because drivers don't see them while they are backing up their vehicle. A contributing factor is that larger vehicles, such as SUVs and pickups, have very large blind zones. The blind zone is the area behind a vehicle that the driver can't see when looking in the rearview mirror.

To check a vehicle's blind spot, sit in the driver's seat of the parked vehicle while someone stands in back and holds out a hand at about waist level. Have the person walk back slowly until you can see the hand through the rear window. This will give you an idea of how big that vehicle's blind spot is.

Recommended Safety Features

Buyers are often unaware of many important safety features or don't understand their benefit. We recommend that you look for the following safety gear.

- **Antilock brake system.** ABS prevents the wheels from locking up under hard brakings. Without it, the driver is unable to steer, so the vehicle tends to keep plowing ahead in whatever direction it was going.
- **Electronic stability control.** ESC helps keep the vehicle on its intended path during a turn to avoid sliding or skidding out of control. It's especially helpful in crash-avoidance situations, such as when trying to steer around a person or an object in front of you.

It can also help keep a top-heavy vehicle, such as an SUV or a pickup, from getting into a rollover.

Starting in 2012, all cars and light-duty trucks have standard ESC and ABS, so if you are looking at an older vehicle, make sure that it has these systems.

- **Head-protecting side airbags.** You should look for a car with dedicated head-protection airbags that deploy from above the windows. Curtain airbags cover the side windows in the front and rear, preventing occupants from hitting their heads, while also helping to keep a person from being ejected in a side impact or rollover.
- **Forward collision warning (FCW).** There are two types of FCW. The basic one is a radar-, laser-, and/or camera-based system that warns drivers of an impending collision by using visual, auditory, and/or physical cues. More advanced systems will also provide alerts for cyclists, pedestrians, or other objects. While FCW may be a standalone feature, it is often paired with AEB.
- **Automatic emergency braking (AEB).** This system is also radar-, laser-, and/or camera-based and works in conjunction with FCW. It detects potential collisions with a vehicle ahead, provides a warning to the drive, and automatically brakes to avoid the collision or lessen the severity of impact.

The better systems can detect potential collisions with pedestrians or bicyclists while the car is traveling forward and automatically brakes to avoid the collision or lessen the severity of impact. Some AEB systems operate only at city speeds, which are typically below 55 mph. Other AEB systems (AEB highway) can work at highway speeds, which are typically above 55 mph.

- **Blind spot warning (BSW).** A blind spot warning system uses radar or cameras to scan the areas beside and behind you, looking for vehicles entering or lurking in your blind spot. When such a vehicle is detected, an illuminated icon appears in or near the appropriate side-view mirror.

If you signal a turn while a car is in your blind spot, certain systems send a stronger alert, such as a blinking light or louder chirps. Advanced systems help keep you in the lane by applying the brakes on one side of the vehicle.

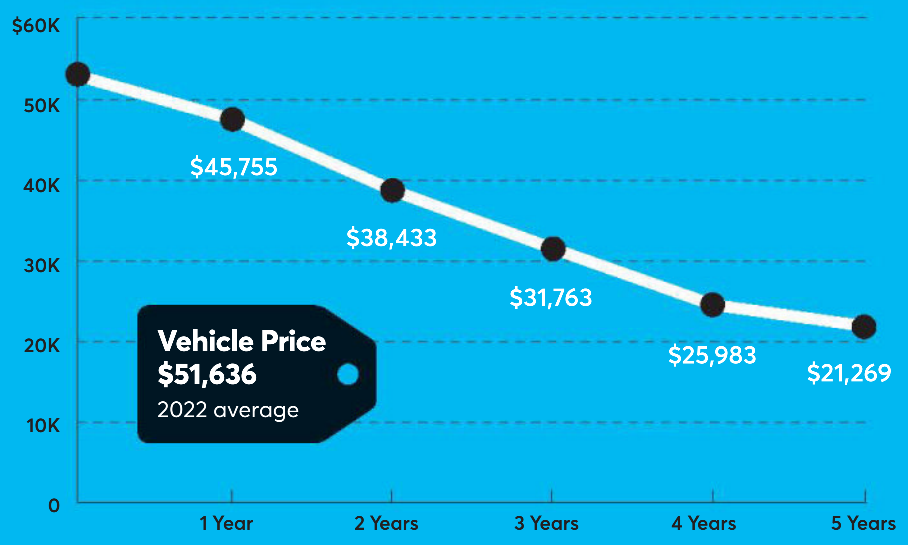
- **Rear cross traffic warning (RCTW).** Often part of a package that includes BSW, this system warns of traffic approaching from the sides as you reverse. The warning usually consists of an audible chirp and a visual cue in either the outside mirror or the rear camera's dash display. Some systems can also pick out bicycles and pedestrians, or even brake to prevent a crash.
- **Lane departure warning (LDW) and lane keeping assistance (LKA).** Lane departure warning systems use visual, audible, and/or haptic (often a buzzing in the steering wheel or seat) warning to alert the driver if he or she is crossing lane markings and wandering out of the lane.

Lane keeping assistance will automatically correct the steering input, or even brake the car, if it attempts to cross the markings, in an effort to bring the vehicle back into the proper lane.

- **Backup cameras.** These became mandatory starting with the 2018 model year. They can help prevent a back-over accident, such as hitting a child who wanders behind your car when you are reversing.
- **Adaptive cruise control.** This is more of a driver-assist system that automatically maintains a safe following distance between you and the car ahead. Some work only at highway speeds, but others offer "stop and go" assist, automatically braking and accelerating the vehicle, even when driving in heavy traffic.

A DROP IN VALUE

Although prices remain high, cars still depreciate significantly over the first few years of ownership, often faster than your monthly payments can pay down the loan, so you owe more than it's worth. This chart shows typical vehicle depreciation based on the average price for a 2022 model, according to Kelley Blue Book. The average new car loses about 40 percent of its value in three years.



PHOTO, FACING PAGE: ADOBE STOCK

Get the Most Bang for Your Buck With These Used Cars

Honda Passport

BEST OF THE BEST

The used-vehicle choices with rock-solid reliability and great results from our tests.

Need new wheels but have a tight budget? Buying used is a way to get the biggest bang for your buck. It's simple math: After one year a new car has depreciated 27 percent of its sticker price, on average; after three years it's worth just about half its original sticker price.

But picking out a good used car from a sea of bad ones has never been easy. You want one that's reliable, reasonably priced, and equipped with modern safety features. Add in the desire to avoid a car that has been damaged in a crash and the process can feel overwhelming.

It doesn't have to be. We've created this handy guide to help you find the hatchbacks, sedans, pickups, and SUVs that are most likely to fulfill your needs without soaking you in repair bills.

Each model performed well in our road tests when it was new and had above-average reliability for the model years shown. In addition, each comes with electronic stability control as standard equipment.

Of course, there's always a lemon in the bunch. We also included lists of used cars that proved to be particularly troublesome—and that you should avoid considering.

Even for the used cars that we recommend, there can be stinkers—because of a bad day at the factory or a former owner who didn't care much for car maintenance and neglected the car. Because of this, make sure to pay for a thorough inspection by a certified mechanic before you sign on the dotted line, so there are no surprises down the road.

$5,000-$10,000

SMALL CARS
Nissan Leaf *2013, 2015*

The Leaf is a very reasonably priced electric vehicle with a typical range of 75 miles.

MIDSIZED CAR
Subaru Legacy *2013*

This generation Legacy is roomy, refined, and one of the best-riding sedans available. We got 26 mpg overall, impressive given the standard AWD. Look for a model with the optional EyeSight suite of advanced safety systems.

MIDSIZED SUV
Nissan Murano *2014*

This generation Murano is more luxurious than sporty, with a comfortable ride and nice interior. Expect 19 mpg overall from the 3.5-liter V6 engine.

Toyota RAV4

$10,000-$15,000

SMALL CARS
Ford C-Max *2014-16*
Toyota Prius C *2013-15*

The Focus-based C-Max is practical and nicely finished, and returned 37 mpg overall in our tests. Smaller and less expensive than the regular Prius, the C returned an excellent 43 mpg overall in our tests.

MIDSIZED & LARGE CARS
Honda Accord *2013-14*
Toyota Camry Hybrid *2013-14*

The Accord is a roomy and comfortable sedan that got 30 mpg overall in our tests with the four-cylinder engine; the V6 got 26. The Camry Hybrid delivered an impressive 38 mpg overall in our tests, and has a quiet interior and comfortable ride.

LUXURY CARS
Lincoln MKZ *2014-15*

The MKZ's ride and handling rivals European sports sedans, while the hybrid version got 34 mpg overall in our tests.

WAGON
Toyota Venza *2013-14*

Part wagon, part SUV, the Venza has a quiet interior, a roomy rear seat, and a generous cargo area. Handling is secure though not sporty.

SMALL SUVs
Mazda CX-5 *2014-16*
Toyota RAV4 *2013*

Mazda's small SUV has taut, agile handling and well-weighted steering, although the ride is choppy and the cabin gets loud. Look for a version with the 2.5-liter engine, which gets 25 mpg. The RAV4 is roomy and versatile, has nimble handling, and gets a good 24 mpg in the AWD version. But the ride is stiff and the cabin gets loud.

PHOTO, FACING PAGE: HONDA. PHOTO, THIS PAGE: TOYOTA

Honda
HR-V

$15,000-$20,000

SMALL CARS
Toyota Prius V *2014-16*

The Prius V offers a roomy rear seat and generous cargo area, along with an excellent 41 mpg overall.

MIDSIZED CAR
Mazda 6 *2017-18*

The 6 is one of the sportiest midsized sedans. Its quick steering contributes to its agility, and we got a class-leading 32 mpg overall from the 2017.

LUXURY CARS
Acura TLX *2015-16*
Lexus ES Hybrid *2013-15*

The TLX has a quiet cabin, came nicely equipped, and was available with a manual gearbox in V6 models. We got 27 mpg overall with the four-cylinder. The Lexus ES is a luxury version of the Toyota Camry. It's comfortable and quiet, and the hybrid got 36 mpg overall.

MINIVAN
Toyota Sienna *2015-16*

The Sienna delivers a comfortable ride, a flexible interior, and the FWD version got 20 mpg overall; the AWD one gets 19 mpg.

SMALL SUV
Audi Q3 *2016*
Honda HR-V *2017-18*

The Q3 is quiet, has a refined ride, and its well-finished interior has comfortable seats and a high feature content. The HR-V provides great fuel economy, and its flexible seating and cargo spaces carry family, gear, or both.

MIDSIZED SUV
Toyota Highlander Hybrid *2013*

The Highlander scores high for its refinement, quiet interior, ride comfort, and fuel economy.

PICKUP
Toyota Tacoma *2014-15*

The Tacoma is rough and utilitarian, but also extremely reliable.

$20,000-$25,000

SMALL CAR
Mazda 3 *2020*
Toyota Corolla Hybrid *2020*

The 3 is the sportier choice among compact cars, but also has an elegant and quiet interior, along with a refined ride. Corolla Hybrid returned an impressive 48 mpg overall. Ride comfort is commendable, and FCW and AEB are standard, a rarity in the class.

LARGE CAR
Toyota Avalon Hybrid *2015-16*

The Avalon is stylish and engaging to drive, though the 2016 has the better ride quality. The hybrid version got a terrific 36 mpg overall. Multiple active safety systems were available.

SPORTY CAR/CONVERTIBLE
Mazda MX-5 Miata *2019-21*

This roadster feels light and quick, is frugal with fuel, and

Audi A5

$30,000-$40,000

SMALL CARS
Toyota Prius Prime *2020-22*

This plug-in Prius can usually drive about 23 miles on electricity only. It takes 2 hours to charge through a 240-volt connector and 5 hours on a regular 120-volt. When not running in EV mode, the Prime gets 50 mpg overall.

LARGE AND LUXURY CARS
Toyota Avalon *2020-21*
BMW 3 Series *2020-21*

This generation Avalon has nimble handling, a plush ride, and standard FCW, AEB, and BSW. This generation 3 Series is nearly without fault, given its smooth and responsive engine, lively handling, standard FCW and AEB, and 29 mpg is fun to drive at slow and fast speeds. It gets loud and has a stiff ride, but will put a smile on your face when you drive it on curvy roads.

SMALL SUVs
Subaru Crosstrek *2018-20*

This generation of the Crosstrek is quiet, has a smooth ride, and got 29 mpg overall in our tests.

MIDSIZED SUV
Lexus RX Hybrid *2013*
Toyota 4Runner *2013-15*

The RX is a relaxed cruiser and has proved to deliver an almost headache-free ownership experience. It also offers a quiet and plush cabin. In our tests the hybrid got 26 mpg, which is very impressive for an SUV. For those whose driving takes them off the beaten path, the 4Runner is an off-road champ. It has a quiet, well-finished interior, a smooth V6, and an available third-row seat.

Subaru Crosstrek

overall. Ride comfort is wanting, however.

SPORTY CAR/CONVERTIBLE
Audi A5 *2019, 2021*

Audi's A4-based sports coupe and convertible has the same precise handling, supple ride, and quiet interior as its sedan sibling. Expect 27 mpg overall from the strong turbo four-cylinder engine.

SMALL SUVs
Lincoln Corsair *2020-22*

The Corsair's well-appointed cabin, comfortable ride, and lively powertrain helps this SUV fulfill its premium promise. We got 23 mpg overall with the turbo four-cylinder engine. FCW, AEB, and BSW were standard.

MIDSIZED SUV
Honda Passport *2020-22*
Toyota Highlander *2020-22*

We enjoyed the Passport's plentiful power and 21 mpg from the smooth V6 engine, as well as its roomy, two-row interior, though the SUV is a bit bland overall. The three-row Highlander has a compliant and controlled ride, nimble handling, and a strong V6 engine that got 22 mpg overall. FCW and AEB are standard.

Mercedes-Benz E-Class

$25,000-$30,000

SMALL CAR
Toyota Prius *2019-21*

The fourth-generation Prius was a revolution, getting an incredible 52 mpg overall. While rear-seat space is tight, interior noise was reduced.

MIDSIZED AND LUXURY CARS
Honda Accord *2020-21*
Toyota Camry *2020*
Lexus ES *2017-18*
Mercedes-Benz E-Class *2017-18*

The Accord's turbo four-cylinder and CVT combined to return 31 mpg in our tests, yet it's also one of the quickest cars in the class. The Camry has agile handling and a smooth and comfortable ride. We got 32 mpg with the four-cylinder. The ES has a quiet and comfortable interior, gets a good 25 mpg overall from its V6, and is very reliable. The AWD E-Class returned 24 mpg overall from its smooth turbo four-cylinder engine.

SMALL SUV
Honda CR-V *2020-21*
Lexus NX *2017-18*
Toyota RAV4 Hybrid *2017-18*

The popular CR-V with the 1.5 turbo gets a good 28 mpg overall, has a roomy interior, and has standard FCW and AEB. The very reliable NX returns good fuel economy, and FCW and AEB became standard in 2018. The RAV4 Hybrid got a terrific 31 mpg overall in our tests.

MIDSIZED SUV
Lexus GX *2015*

The GX balances off-road prowess with a comfortable ride and a plush, luxurious interior. It's incredibly reliable, but the V8's 17 mpg overall is unimpressive.

PICKUP
Toyota Tundra *2017-18*

The Tundra's V8 produces plenty of power, off-road prowess and towing capability are impressive, and fuel economy is competitive.

PHOTOS, THIS SPREAD CLOCKWISE FROM TOP LEFT: HONDA; JOHN POWERS/CONSUMER REPORTS; MERCEDES-BENZ; AUDI

Reliable Used Cars for Every Budget

These 2013 to 2022 models all have average or better reliability for the years listed, and have standard electronic stability control (ESC), a key safety feature. The models that are highlighted in **blue** not only stood out in our testing when they were new, but they also have multiple years of better-than-average reliability, putting them at the top of our recommended used cars list.

	Make + Model	Prices					
		$5K-$10K	$10K-$15K	$15K-$20K	$20K-$25K	$25K-$30K	$30K-$40K
	CARS: SMALL						
✓	Ford C-MAX	—	'14–16	—	—	—	—
	Honda Civic	—	'13–15	—	'20	'21	'22
✓	Honda Fit	—	'13, '16	'17–19	—	—	—
	Hyundai Elantra	'14	'16	'19	—	—	—
	Hyundai Ioniq	—	—	'18	'19	—	—
	Kia Niro	—	—	'17–18	—	—	—
	Kia Soul	'13	'17	'19	'21–22	—	—
✓	Mazda 3	—	'14–16	'17–18	'20	—	—
	Mini Cooper Clubman	—	—	—	'18	—	'21–22
✓	Nissan Leaf	'13, '15	'16	'18	'19–20	—	—
	Subaru Impreza	—	—	'18	'22	—	—
✓	Toyota Corolla	—	'13–16	'17–19	'20–21	'22	—
✓	Toyota Corolla Hybrid	—	—	—	'20	'21–22	—
✓	Toyota Prius	—	'13	'14–15	'16–18	'19–21	'22
✓	Toyota Prius C	—	'13–15	'16	—	—	—
✓	Toyota Prius Prime	—	—	—	'17	'18–19	'20–22
✓	Toyota Prius V	—	'13	'14–16	'17	—	—
	CARS: MIDSIZED AND LARGE						
	Chevrolet Impala	—	'15	—	'19	—	—
	Ford Fusion	—	'14, '16	—	—	—	—
✓	Honda Accord	—	'13–14	'15–17	—	'20–21	—
✓	Honda Accord Hybrid	—	'14	'15	'17–18	'19	'20–21
	Hyundai Sonata	—	—	—	'20	'21	—
	Kia K5	—	—	—	—	'22	—
✓	Mazda 6	—	'14–16	'17–18	—	—	—
	Nissan Altima	—	—	'18	'20–21	—	—
	Nissan Maxima	—	—	'16–17	—	—	—
✓	Subaru Legacy	'13	'15	'16–17	'19	'21	—
✓	Toyota Avalon	—	'13	'14–16	'17–18	'19	'20–21
✓	Toyota Avalon Hybrid	—	—	'13–14	'15–16	'17–18	'19, '21
✓	Toyota Camry	—	'13–14	'15–17	'18–19	'20	'22
✓	Toyota Camry Hybrid	—	'13–14	'15–16	'17–18	'19	'21–22
	CARS: LUXURY						
✓	Acura TLX	—	—	'15–16	'18	'19	—
	Audi A4	—	'15	'16–17	—	'19	—
	Audi A6	—	'13–15	—	—	—	—
✓	BMW 3 Series	—	—	'16–17	'18	—	'20–21
	BMW 5 Series	—	—	'16	—	'17	—
	CARS: LUXURY *Continued*						
	Buick LaCrosse	—	'14–16	—	—	—	—
	Hyundai Genesis	—	'13	'16	—	—	—
	Infiniti Q50	—	—	—	—	'19	—
✓	Lexus ES	—	—	'13–15	'16	'17–18	'19–20
✓	Lexus ES Hybrid	—	—	'13–15	'16	'17	'19
✓	Lexus GS	—	—	'13	'15	'16	—
	Lexus IS	—	—	'14	'15	—	—
	Lexus LS	—	—	—	—	'13	'17
✓	Lincoln MKZ	—	'14–15	'17	'18	'20	—
	Mercedes-Benz C-Class	—	—	'15	—	'18	'19–20
✓	Mercedes-Benz E-Class	—	'13	'14	'16	'17–18	'19
	SPORTS CARS/CONVERTIBLES						
✓	Audi A5	—	—	'14	—	—	'19, '21
	BMW 2 Series	—	—	'16	—	'18	—
	BMW 4 Series	—	—	'15	'17	—	—
✓	Mazda MX-5 Miata	—	—	'16	'19–21	—	—
	Mini Cooper	—	—	'18	'21–22	—	—
	WAGONS AND MINIVANS						
	Audi Allroad	—	—	—	'15–16	'17	'19
	Mazda 5	—	'15	—	—	—	—
✓	Toyota Sienna	—	'13–14	'15–16	'17–18	—	'20
✓	Toyota Venza	—	'13–14	'15	—	—	'21
	Volvo XC70	—	—	'15–16	—	—	—
	SUVs: SMALL						
✓	Acura RDX	—	'13	'14	'16–18	—	'19
✓	Audi Q3	—	—	'16	'18	—	'20
	Audi Q5	—	—	—	—	—	'19
	Buick Encore GX	—	—	—	'20	—	—
✓	Buick Envision	—	—	'17	'19	'20	'21
	Cadillac XT5	—	—	—	—	'18–19	—
	Chevrolet Equinox	—	—	'17	'19	—	—
	GMC Terrain	—	—	'17	'19	—	—
✓	Honda CR-V	—	'13–14	'15–16	'17, '19	'20–21	—
✓	Honda HR-V	—	—	'17–18	'19–20	'21–22	—
	Infiniti QX50	—	—	—	'17	—	—
	Kia Seltos	—	—	—	—	'22	—
	Kia Sportage	—	—	'18	'19–21	'22	—
✓	Lexus NX	—	—	—	'15–16	'17–18	'19–21
✓	Lexus NX Hybrid	—	—	—	—	—	'19–20
	Lexus UX	—	—	—	—	'19	'21

✓ **CR** RECOMMENDED

Make + Model		Prices					
		$5K-$10K	$10K-$15K	$15K-$20K	$20K-$25K	$25K-$30K	$30K-$40K
	SUVs: SMALL *Continued*						
✓	Lincoln Corsair	—	—	—	—	—	'20–22
✓	Lincoln MKC	—	—	'15, '17	—	'19	—
	Mazda CX-3	—	—	'16	'19	—	—
	Mazda CX-30	—	—	—	—	'22	—
✓	Mazda CX-5	—	'14–16	'17	'18–20	'21–22	—
	Mercedes-Benz GLC	—	—	—	'17	'18	'19
	Mercedes-Benz GLK-Class	—	'13	'14	—	—	—
	Nissan Rogue	—	'15	'17	—	'21–22	—
	Nissan Rogue Sport	—	—	'18	'19–21	—	—
✓	Subaru Crosstrek	—	—	—	'18–20	'21–22	—
	Subaru Forester	—	—	—	'18–19	'20–21	'22
✓	Toyota RAV4	—	'13	'14-16	'17–18	'19	'22
✓	Toyota RAV4 Hybrid	—	—	—	'16	'17–18	'19, '21
	Volvo XC40	—	—	—	—	—	'19, '22
	Volvo XC60	—	'13	'17	—	—	'19
	SUVs: MIDSIZED AND LARGE						
	Acura MDX	—	—	'14–15	—	'18	'19–20
	Ford Edge	—	—	—	—	'20	'22
✓	Honda Passport	—	—	—	—	'19	'20–22
	Honda Pilot	—	'13–14	—	—	'20	—
	Hyundai Palisade	—	—	—	—	—	'21
	Hyundai Santa Fe	—	'15	'17	'19	'20	'22
	Kia Telluride	—	—	—	—	—	'20–21
✓	Lexus GX	—	—	—	—	'15	'16–17
✓	Lexus RX	—	—	'13–14	'15	'16	'17–19
✓	Lexus RX Hybrid	—	—	—	'13	'15	'16–17
	Lincoln MKX	—	—	'16	'17	'18	—
	Mazda CX-9	—	—	'16	'18	'19–20	'22
✓	Nissan Murano	'14	—	'16–17	'18–19	'21	—
	Subaru Ascent	—	—	—	—	—	'21–22
	Subaru Outback	—	—	'15–17	'18	—	'22
✓	Toyota 4Runner	—	—	—	'13–15	'16–17	'18–19, '21
✓	Toyota Highlander	—	—	'13–15	'16–17	'18–19	'20–22
✓	Toyota Highlander Hybrid	—	—	'13	—	'15–17	'18–19
	PICKUP TRUCKS						
	Honda Ridgeline	—	–	'13–14	—	'19	—
	Nissan Frontier	—	'13–15	—	—	—	—
✓	Toyota Tacoma	—	'13	'14–15	'16–17	'19–21	'22
✓	Toyota Tundra	—	—	'13–14	'15	'17–18	'19–21

WORST USED CARS

These 119 models have records of much-worse-than-average reliability, based on responses to our Annual Auto Surveys.

AUDI
A3 '15-16; A4 '13; A6 '16, '19; Allroad '13; Q7 '17

BMW
2 Series '17; 5 Series '13; X3 '13-14; X5 '13, '17

BUICK
Enclave '13; Encore '14-16 Regal '17

CADILLAC
SRX '13; XT4 '19

CHEVROLET
Bolt '17, '19-20; Bolt EUV '22 Camaro '17; Colorado '17-19, '22; Cruze '13-16; Equinox '22;Impala '18 Malibu '13-14, '16, '18 Silverado 1500 '15-19, '21 Silverado 1500 LD '19 Silverado 2500HD '15-16, '19, '22 ; Suburban '15-19 Tahoe '15-17, '19, '21 Traverse '15, '18-19; Volt '17-18

CHRYSLER
200 '15; Pacifica '17-18, '20; Pacifica Hybrid '18, '21; Town & Country '13-16

DODGE
Durango '18; Grand Caravan '13-16, '19

FIAT
500 '13

FORD
Bronco '22; Bronco Sport '22; Edge '17; Escape '13, '18, '22; Escape Hybrid '20 Expedition '17-18 Explorer '13-14, '16, '20-21 F-150 '17-18; F-150 Hybrid '21-22; F-250 '17-18, '21 F-350 '15, '19; Flex '14 Focus '13-18; Mustang '15-16, '20; Mustang Mach-E '22; Taurus '13

GMC
Acadia '14-18; Canyon '17-19, '22; Sierra 1500 '15-19, '21; Sierra 1500 Limited '19 Sierra 2500HD '15-16, '19, '22; Terrain '22; Yukon '15-17, '19, '21; Yukon XL '15-19

GENESIS
G70 '19; G80 '17

HONDA
Civic '18; Pilot '17, '22

HYUNDAI
Elantra GT '17; Ioniq '17 Kona Electric '19-21 Santa Fe '14; Santa Fe Sport '14-15; Sonata '14, '16-18; Tucson '13, '15-17

JEEP
Cherokee '14, '16; Gladiator '20; Grand Cherokee '13-16, '18 Wrangler '13-15, '18-20, '22

KIA
Forte '17, '19; Niro '19 Optima '13-15, '18; Sedona '16;Sorento '13-16, '21; Soul '14; Sportage '17

LINCOLN
Aviator '20-21; Continental '17; Nautilus '19

MAZDA
3 '19; 6 '21; CX-9 '14

MERCEDES-BENZ
E-Class '21; GLC '22; GLE '20-21; GLS '17

NISSAN
Altima '16; Pathfinder '13-15, '17, '22; Rogue Sport '17; Sentra '21-22

PORSCHE
Cayenne '19; Macan '17

RAM
1500 '13; 2500 '15, '18

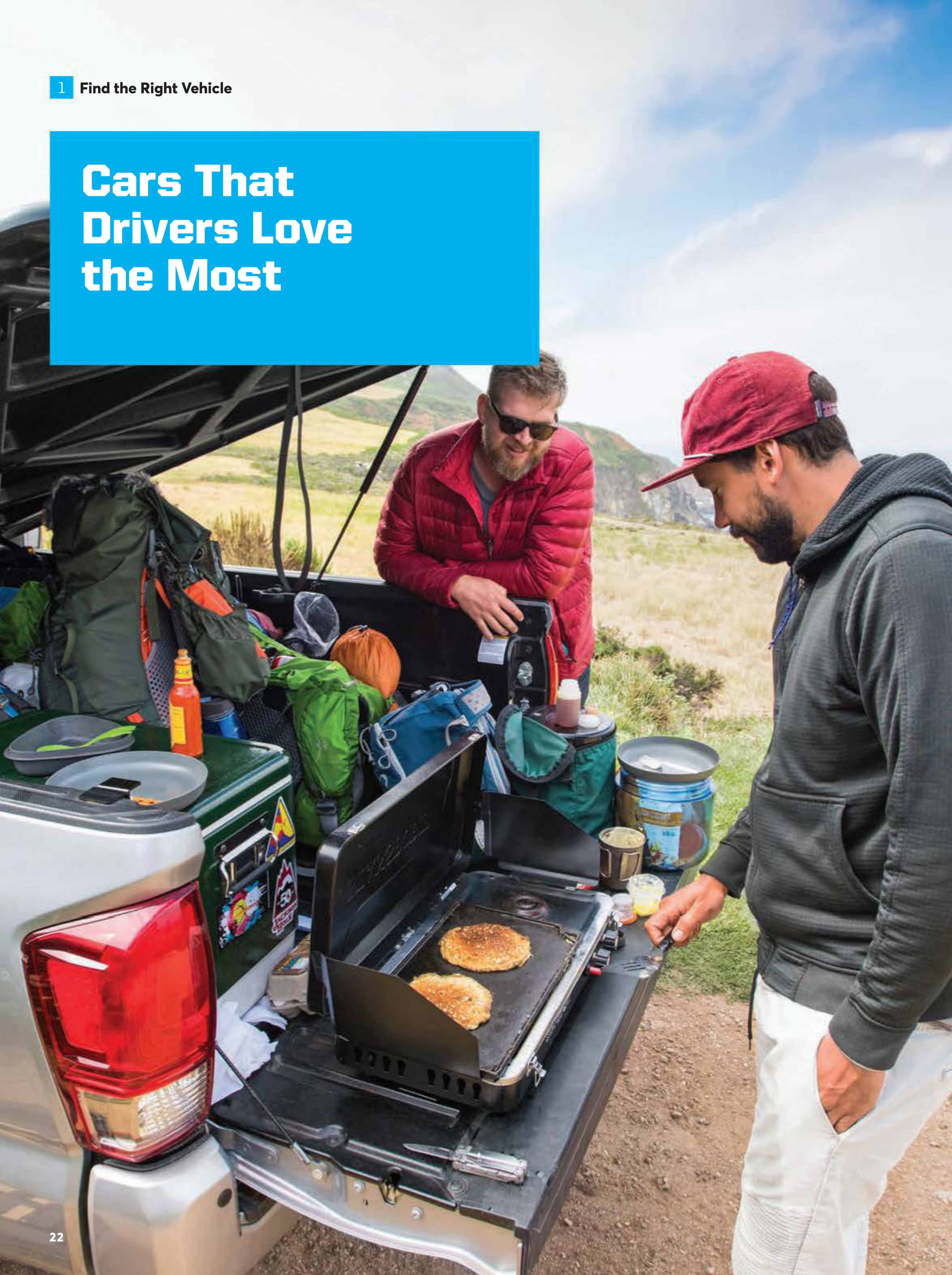
SUBARU
Ascent '19; Impreza '13

TESLA
Model S '13, '20

VOLKSWAGEN
Atlas '18-19; Beetle '19; GTI '15-17; Golf '16, '19; Golf Alltrack '19; Golf SportWagen '15-16, '19; Jetta '13, '15, '20;Passat '14, '16, '18; Taos '22; Tiguan '16-18, '22

VOLVO
S60 '15; S90 '18; V60 '15; V90 '18; XC60 '22; XC90 '16-17, '21

Cars That Drivers Love the Most



MOST PEOPLE LOVE their cars at first, but what about after that new-car smell wears off? Once you've lived with a car for three years–let alone five or 10–the features and qualities that gave you goose bumps in the showroom often turn into cold chills down the road.

This is what we found out when we asked our members whether they would get the same car all over again, and how satisfied they were with the vehicle's driving experience, comfort, value, and styling.

OWNER SATISFACTION CHAMPS

2020 Kia Telluride

2020 Audi Q7

2020 Chevrolet Corvette

2018 Tesla Model 3

Consistent Performers

We found that no matter their age, the vehicles inspiring the strongest loyalty are reliable, performed well in our tests, are fun to drive, deliver great fuel economy or can be driven solely on electricity, or dress you in a high-tech, luxurious driving environment. Vehicles that perform well in CR tests are often ones that satisfy owners. Those that performed poorly in some–or all–of these areas sit at the bottom.

Our Annual Auto Surveys ask our members about owner satisfaction with the following question: "Considering all factors (price, performance, reliability, comfort, enjoyment, etc.), would you get this car if you had to do it all over again?"

A model's score is based on the percentage of respondents who answered "definitely yes." In our most recent survey we received responses on over 300,000 vehicles, spanning the 2000 through 2022 model years.

This year, just like in last year's survey, the most satisfying used vehicle in these lists is the Chevrolet Corvette, with 96 percent of owners reporting to us that they would definitely buy it again. The 2020 model, which is the first year of its most recent redesign, hits the mark for many of those attributes, including performance, styling, and, for a high-performance car, relatively good fuel efficiency.

Similarly, the Mazda MX-5 Miata repeats as the second-most-satisfying vehicle, with a satisfaction score of 91 for the 2020 model, with the 3-year-old Kia Telluride scoring 90 for third place. A number of different vehicles are tied at 89, including the 2020 Audi Q7 SUV, 2018 Tesla Model 3 sedan, and the 2018 Porsche 718 Boxster and 718 Cayman sports cars.

Year after year the Mazda 3, Subaru Forester, and Toyota Avalon rank among the most satisfying vehicles in their categories no matter their age. At the same time, some models consistently rank among the least-satisfying models, including the Dodge Grand Caravan, Mercedes-Benz C-Class, and the Nissan Pathfinder and Rogue. These models either performed poorly in our tests, have below-average reliability, or both.

Owners overwhelmingly told us that they liked their Honda Ridgeline pickup trucks and Toyota Highlander Hybrid SUVs well enough to buy them again, whether they were 3, 5, or 10 years old. It's no wonder: Not only are they highly rated in our testing but both have also proven to be reliable.

This year's survey had few outliers. For example, the Jeep Wrangler has historically had strong owner satisfaction ratings even though it performed poorly in both our testing and our reliability survey. For many owners the ability to drive anywhere they wanted while leaving the roof and doors at home outweighed practical considerations. But this year, the Wrangler couldn't break past mid-pack among midsized SUVs.

Most hybrids and EVs had strong scores, with nearly all scoring above 60. The only outlier is the 2013 Lexus CT 200h, a hybrid that was quite small, expensive when new, and didn't stand out in terms of fuel efficiency.

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Most & Least Satisfying Vehicles

On these pages are our owner-satisfaction survey results for 3-, 5-, and 10-year-old vehicles by vehicle category.

Each year Consumer Reports asks the following question in our Annual Auto Surveys: "Considering all factors (price, performance, reliability, comfort, etc.), would you get this car if you had to do it all over again?" Respondents have four choices, from "definitely yes" to "definitely no."

In the majority of cases there is a link between how a vehicle performs in Consumer Reports testing and how it performs in our owner-satisfaction survey.

For example, the Chevrolet Malibu had unimpressive performance in our tests. Owners responded in kind, ranking it at the bottom of the midsized/large cars category.

At the same time, owners of the Toyota Avalon and Camry sedans rank both the conventional and hybrid versions at the top of the 3-, 5-, and 10-year-old midsized/large cars class. It's no surprise, as those two sedans have excellent reliability records and are very fuel-efficient, particularly with the hybrid powertrains.

3-Year-Old Owner Satisfaction

Make + Model (2020)	% Would Buy Again
COMPACT CARS	
Honda Fit	74
Toyota Corolla Hybrid	70
Mazda 3	70
Toyota Corolla	69
Hyundai Elantra GT	68
Honda Civic	65
Mini Cooper Clubman	62
Volkswagen Jetta	60
Kia Soul	58
Subaru Impreza	56
Hyundai Elantra	54
Nissan Kicks	50
Kia Forte	49
Nissan Sentra	49
Toyota Corolla Hatchback	48
COMPACT HYBRIDS/EVs	
Toyota Prius	82
Kia Niro EV	78
Kia Niro	78
Nissan Leaf	73
Toyota Prius Prime	73
Chevrolet Bolt	68
Honda Insight	68
Hyundai Ioniq	64
Hyundai Kona Electric	63
MIDSIZED/LARGE CARS	
Toyota Avalon Hybrid	84
Toyota Camry Hybrid	78
Honda Accord Hybrid	76
Toyota Avalon	75
Honda Accord	71
Toyota Camry	69
Mazda 6	69
Kia Optima	68
Hyundai Sonata	67
Subaru Legacy	65
Volkswagen Passat	62
Ford Fusion	61
Nissan Altima	55

5-Year-Old Owner Satisfaction

Make + Model (2018)	% Would Buy Again
COMPACT CARS	
Volkswagen Beetle	83
Mazda 3	70
Honda Fit	69
Volkswagen Golf	66
Honda Civic	63
Toyota Corolla	61
Mini Cooper Clubman	60
Chevrolet Cruze	58
Kia Soul	58
Hyundai Elantra GT	53
Subaru Impreza	52
Hyundai Elantra	50
Volkswagen Jetta	46
Kia Forte	45
Ford Focus	42
Nissan Sentra	30
Toyota C-HR	27
COMPACT HYBRIDS/EVs	
Toyota Prius	81
Toyota Prius Prime	80
Toyota Prius C	72
Chevrolet Volt	72
Hyundai Ioniq	67
Nissan Leaf	67
Ford C-MAX	67
Kia Niro	65
Chevrolet Bolt	64
BMW i3	64
MIDSIZED/LARGE CARS	
Toyota Avalon Hybrid	77
Toyota Avalon	76
Toyota Camry Hybrid	76
Chevrolet Impala	75
Nissan Maxima	71
Mazda 6	71
Honda Accord Hybrid	70
Honda Clarity	69
Subaru Legacy	68
Dodge Charger	68
Ford Fusion	68
Honda Accord	67
Toyota Camry	66
Kia Optima	59
Hyundai Sonata	57
Volkswagen Passat	49
Nissan Altima	49
Chevrolet Malibu	35

10-Year-Old Owner Satisfaction

Make + Model (2013)	% Would Buy Again
COMPACT CARS	
Scion xB	85
Honda Fit	68
Volkswagen Beetle	67
Volkswagen Golf	67
Toyota Corolla	62
Honda Civic	62
Mazda 3	61
Kia Soul	58
Fiat 500	53
Chevrolet Sonic	48
Ford Focus	48
Chevrolet Cruze	46
Mini Cooper Clubman	46
Hyundai Elantra	43
Subaru Impreza	43
Hyundai Accent	37
Volkswagen Jetta	35
Ford Fiesta	34
Dodge Dart	29
Nissan Sentra	27
Kia Rio	26
COMPACT HYBRIDS/EVs	
Toyota Prius	79
Toyota Prius V	78
Chevrolet Volt	74
Nissan Leaf	69
Toyota Prius C	67
Ford C-MAX	64
Lexus CT 200h	55
MIDSIZED/LARGE CARS	
Toyota Avalon Hybrid	82
Toyota Avalon	81
Toyota Camry Hybrid	77
Toyota Camry	76
Hyundai Azera	76
Honda Accord	73
Ford Taurus	63
Mazda 6	62
Chrysler 300	61
Subaru Legacy	59
Chevrolet Impala	56
Ford Fusion	53
Volkswagen Passat	48
Hyundai Sonata	47
Kia Optima	46
Nissan Altima	45
Chrysler 200	45
Nissan Maxima	38
Chevrolet Malibu	36

3-Year-Old Owner Satisfaction

Make + Model (2020)	% Would Buy Again
LUXURY COMPACT CARS	
Genesis G70	88
Tesla Model 3	78
Acura TLX	67
BMW 3 Series	66
Volvo S60	59
Audi A4	59
Audi A3	58
Cadillac CT5	57
Mercedes-Benz C-Class	57
Infiniti Q50	50
LUXURY MIDSIZED/LARGE CARS	
Lexus ES Hybrid	74
Genesis G80	71
Tesla Model S	71
Lexus ES	67
Mercedes-Benz E-Class	66
Lincoln MKZ	64
Audi A6	60
BMW 5 Series	59
SPORTY CARS	
Chevrolet Corvette	96
Mazda MX-5 Miata	91
BMW 2 Series	82
Audi A5	82
BMW 4 Series	71
Ford Mustang	69
Mini Cooper	62
WAGONS	
Volvo V60	59
Audi Allroad	59
MINIVANS	
Toyota Sienna	74
Chrysler Pacifica	68
Honda Odyssey	67
Chrysler Pacifica Hybrid	64
Dodge Grand Caravan	37

5-Year-Old Owner Satisfaction

Make + Model (2018)	% Would Buy Again
LUXURY COMPACT CARS	
Tesla Model 3	89
Kia Stinger	84
Buick Regal	74
Volvo S60	74
Acura TLX	71
Audi A4	66
Infiniti Q50	64
BMW 3 Series	63
Audi A3	61
Mercedes-Benz C-Class	57
LUXURY MIDSIZED/LARGE CARS	
Genesis G90	86
Tesla Model S	86
Lexus GS	81
Volvo S90	81
Mercedes-Benz S-Class	78
Cadillac CT6	76
Lexus ES	76
BMW 5 Series	74
Genesis G80	73
Lexus ES Hybrid	73
Mercedes-Benz E-Class	71
Buick LaCrosse	71
Lincoln Continental	69
Audi A6	68
Lincoln MKZ	63
Lexus LS	51
SPORTY CARS	
Porsche 718 Boxster	89
Porsche 718 Cayman	89
Dodge Challenger	83
Mazda MX-5 Miata	81
Chevrolet Camaro	80
Volkswagen GTI	75
Audi A5	74
Ford Mustang	73
Infiniti Q60	68
BMW 2 Series	67
BMW 4 Series	65
Mini Cooper	60
Subaru WRX	56
WAGONS	
Volvo V90	81
Volvo V60	74
Buick Regal TourX	74
Volkswagen Golf Alltrack	68
Audi Allroad	66
Volkswagen Golf SportWagen	62
MINIVANS	
Kia Sedona	79
Toyota Sienna	76
Chrysler Pacifica	63
Honda Odyssey	63
Chrysler Pacifica Hybrid	55
Dodge Grand Caravan	51

10-Year-Old Owner Satisfaction

Make + Model (2013)	% Would Buy Again
LUXURY COMPACT CARS	
Acura TSX	73
Lexus IS	72
Infiniti G	69
Buick Verano	68
Audi A4	63
BMW 3 Series	56
Volvo S60	54
Acura ILX	48
Mercedes-Benz C-Class	48
Cadillac ATS	37
LUXURY MIDSIZED/LARGE CARS	
Lexus ES Hybrid	85
Lexus ES	81
Audi A6	79
Tesla Model S	78
Lexus GS	78
Acura TL	78
Mercedes-Benz E-Class	74
Hyundai Genesis	72
Lincoln MKZ	71
Lexus LS	70
Cadillac CTS	66
Infiniti M	64
BMW 5 Series	64
Buick LaCrosse	63
Cadillac XTS	56
SPORTY CARS	
Mazda MX-5 Miata	85
Porsche Boxster	85
Porsche Cayman	85
Porsche 911	85
Ford Mustang	67
Audi A5	66
Subaru BRZ	65
Scion FR-S	65
BMW 1 Series	51
Mini Cooper	46
WAGONS	
Honda Crosstour	77
Toyota Venza	74
Audi Allroad	63
Volkswagen Jetta SportWagen	38
MINIVANS	
Toyota Sienna	79
Honda Odyssey	65
Mazda 5	64
Chrysler Town & Country	60
Dodge Grand Caravan	48

1 Find the Right Vehicle

3-Year-Old Owner Satisfaction

Make + Model (2020)	% Would Buy Again
SUBCOMPACT SUVs	
Subaru Crosstrek	74
Mazda CX-30	65
Hyundai Kona	54
Honda HR-V	51
Ford EcoSport	48
Nissan Rogue Sport	43
Chevrolet Trax	34
COMPACT SUVs	
Subaru Forester	80
Toyota RAV4 Hybrid	68
Honda CR-V Hybrid	65
Honda CR-V	64
Mazda CX-5	63
Volkswagen Tiguan	62
Ford Escape Hybrid	61
Chevrolet Equinox	57
GMC Terrain	57
Hyundai Tucson	56
Jeep Cherokee	56
Toyota RAV4	55
Ford Escape	54
Kia Sportage	52
Nissan Rogue	47
MIDSIZED SUVs	
Kia Telluride	90
Toyota Highlander Hybrid	80
Hyundai Palisade	74
Toyota Highlander	73
Ford Edge	72
Toyota 4Runner	68
Jeep Grand Cherokee	68
Honda Passport	67
Mazda CX-9	67
Hyundai Santa Fe	66
Subaru Outback	66
Nissan Murano	63
Jeep Wrangler	59
Subaru Ascent	59
Honda Pilot	59
Chevrolet Blazer	58
Kia Sorento	57
Ford Explorer	53
Nissan Pathfinder	48
Volkswagen Atlas Cross Sport	33
LARGE SUVs	
Chevrolet Tahoe	73
GMC Yukon	73
Chevrolet Suburban	71
GMC Yukon XL	71
Ford Expedition	65
Chevrolet Traverse	62
Dodge Durango	52
GMC Acadia	51

5-Year-Old Owner Satisfaction

Make + Model (2018)	% Would Buy Again
SUBCOMPACT SUVs	
Subaru Crosstrek	75
Hyundai Kona	59
Honda HR-V	49
Ford EcoSport	43
Mazda CX-3	42
Jeep Renegade	41
Chevrolet Trax	32
Nissan Rogue Sport	31
COMPACT SUVs	
Subaru Forester	73
Mazda CX-5	69
Toyota RAV4 Hybrid	68
Honda CR-V	64
Toyota RAV4	60
Mitsubishi Outlander	60
Volkswagen Tiguan	55
Chevrolet Equinox	53
GMC Terrain	53
Kia Sportage	52
Hyundai Tucson	52
Jeep Cherokee	52
Ford Escape	48
Nissan Rogue	46
Jeep Compass	37
MIDSIZED SUVs	
Subaru Outback	74
Toyota Highlander Hybrid	72
Toyota 4Runner	72
Toyota Highlander	72
Mazda CX-9	70
Honda Pilot	64
Jeep Grand Cherokee	64
Hyundai Santa Fe	62
Kia Sorento	60
Ford Edge	60
Hyundai Santa Fe Sport	59
Volkswagen Atlas	59
Nissan Murano	58
Jeep Wrangler	58
Jeep Wrangler JK	58
Ford Explorer	53
Nissan Pathfinder	41
LARGE SUVs	
Toyota Sequoia	79
Chevrolet Suburban	78
GMC Yukon XL	78
Chevrolet Tahoe	73
GMC Yukon	73
Ford Flex	67
Ford Expedition	63
Chevrolet Traverse	63
Dodge Durango	61
GMC Acadia	58

10-Year-Old Owner Satisfaction

Make + Model (2013)	% Would Buy Again
SUBCOMPACT SUVs	
Nissan Juke	50
Subaru XV Crosstrek	48
COMPACT SUVs	
Mazda CX-5	72
Honda CR-V	65
Toyota RAV4	64
Subaru Forester	60
Ford Escape	47
Chevrolet Equinox	44
GMC Terrain	44
Hyundai Tucson	44
Kia Sportage	41
Nissan Rogue	31
Volkswagen Tiguan	24
MIDSIZED SUVs	
Toyota 4Runner	81
Volkswagen Touareg	79
Toyota Highlander Hybrid	76
Toyota Highlander	75
Mazda CX-9	68
Honda Pilot	66
Jeep Grand Cherokee	65
Jeep Wrangler	63
Subaru Outback	61
Ford Edge	53
Nissan Murano	53
Hyundai Santa Fe Sport	51
Kia Sorento	51
Hyundai Santa Fe	50
Ford Explorer	47
Nissan Pathfinder	33
LARGE SUVs	
Ford Expedition	85
Chevrolet Suburban	78
GMC Yukon XL	78
Chevrolet Traverse	71
Toyota Sequoia	69
Ford Flex	65
Dodge Durango	62
Chevrolet Tahoe	53
GMC Yukon	53
GMC Acadia	51

3-Year-Old Owner Satisfaction

Make + Model (2020)	% Would Buy Again
LUXURY COMPACT SUVs	
Porsche Macan	78
Tesla Model Y	78
BMW X1	74
Mini Cooper Countryman	70
BMW X3	66
Volvo XC60	66
Volvo XC40	64
Lexus UX	63
Buick Envision	63
Lincoln Corsair	62
Audi Q5	61
Mercedes-Benz GLC	59
Cadillac XT5	58
Lexus NX Hybrid	55
Lexus NX	55
Buick Encore	53
Buick Encore GX	51
Acura RDX	50
Cadillac XT4	48
Infiniti QX50	42
Audi Q3	41
LUXURY MIDSIZED/LARGE SUVs	
Audi Q7	89
Porsche Cayenne	83
Lexus RX Hybrid	82
BMW X5	78
Lexus RX	77
Lexus RX L	77
Tesla Model X	73
BMW X7	68
Volvo XC90	67
Buick Enclave	66
Lincoln Nautilus	65
Lincoln Aviator	63
Acura MDX	63
Mercedes-Benz GLS	60
Cadillac XT6	59
Lexus GX	57
Mercedes-Benz GLE	53
Infiniti QX60	45
MIDSIZED PICKUPS	
Honda Ridgeline	77
Jeep Gladiator	67
Toyota Tacoma	66
Ford Ranger	58
Chevrolet Colorado	57
GMC Canyon	57
Nissan Frontier	46
FULL-SIZED PICKUPS	
Chevrolet Silverado 3500HD	90
GMC Sierra 3500HD	90
Ford F-350	82
Ford F-150	71
Chevrolet Silverado 2500HD	70
GMC Sierra 2500HD	70
Toyota Tundra	69
Ram 1500	69
Ford F-250	67
Chevrolet Silverado 1500	61
GMC Sierra 1500	61
Ram 2500	60
Ram 1500 Classic	56

5-Year-Old Owner Satisfaction

Make + Model (2018)	% Would Buy Again
LUXURY COMPACT SUVs	
Porsche Macan	86
Buick Envision	68
BMW X3	66
Lexus NX	65
Alfa Romeo Stelvio	65
Volvo XC60	64
Mini Cooper Countryman	64
Audi Q5	62
Acura RDX	61
Cadillac XT5	61
Audi Q3	57
Mercedes-Benz GLC	56
Lexus NX Hybrid	53
BMW X1	48
Buick Encore	46
Lincoln MKC	41
LUXURY MIDSIZED/LARGE SUVs	
Tesla Model X	85
Lincoln Navigator	81
Lexus RX	78
Lexus RX L	78
Lexus RX Hybrid	76
BMW X5	76
Volvo XC90	68
Lexus GX	67
Buick Enclave	66
Lexus LX	65
Audi Q7	62
Lincoln MKX	59
Acura MDX	56
Mercedes-Benz GLE	53
MIDSIZED PICKUPS	
Honda Ridgeline	80
Toyota Tacoma	58
Nissan Frontier	47
Chevrolet Colorado	47
GMC Canyon	47
FULL-SIZED PICKUPS	
Ford F-350	76
Toyota Tundra	71
Ram 1500	70
Ram 3500	68
Chevrolet Silverado 2500HD	67
GMC Sierra 2500HD	67
Ford F-250	66
Chevrolet Silverado 1500	62
GMC Sierra 1500	62
Chevrolet Silverado 3500HD	62
GMC Sierra 3500HD	62
Ford F-150	61
Ram 2500	60
Nissan Titan	50

10-Year-Old Owner Satisfaction

Make + Model (2013)	% Would Buy Again
LUXURY COMPACT SUVs	
Volvo XC60	70
Mercedes-Benz GLK-Class	66
Acura RDX	63
BMW X3	52
Buick Encore	52
Audi Q5	51
Cadillac SRX	42
BMW X1	30
LUXURY MIDSIZED/LARGE SUVs	
Lexus RX Hybrid	83
Lexus RX	82
Buick Enclave	74
Lincoln MKX	68
Mercedes-Benz M-Class	61
BMW X5	57
Acura MDX	55
Infiniti JX	50
MIDSIZED PICKUPS	
Honda Ridgeline	87
Toyota Tacoma	66
Nissan Frontier	44
FULL-SIZED PICKUPS	
Chevrolet Avalanche	85
Toyota Tundra	77
Ford F-250	66
Ford F-150	60
Chevrolet Silverado 2500HD	60
GMC Sierra 2500HD	60
Ram 1500	53
Chevrolet Silverado 1500	53
GMC Sierra 1500	53

2

HOW TO GET BETTER MILEAGE

Amid concerns over high gas prices, it pays for consumers to take fuel economy into account when shopping for a car. Fortunately, plenty of vehicles provide good mileage while demanding few sacrifices. Here, we look at gas, hybrid, and electric vehicles; give advice on maximizing your fuel economy; and provide results from our fuel-economy tests for more than 600 cars, minivans, SUVs, and trucks.

Saving Gas = Saving Cash

This chapter will guide you to the most fuel-efficient cars and answer questions about fuel choices. It's easy to see how much you can save by driving a more fuel-efficient vehicle.

If you are interested in the overall fuel economy and performance data for the hundreds of vehicles we've tested since 2013, turn to the charts starting on page 36.

Throughout this chapter, you'll find advice on various fuel-economy concerns, such as how your driving habits affect your gas mileage, why you might not be getting the miles per gallon you expect, and the pros and cons of hybrids, plug-in hybrids, and EVs.

Fuel Economy: Closer to Reality

Whichever type of vehicle you buy, the fuel-economy ratings will help you choose the most efficient vehicle to meet your needs. But bear in mind that your mileage will vary based on how you drive and how the car has been maintained.

Where you live makes a difference, too. If your daily commute takes you up and down lots of hills, you'll use more fuel than commuting on flatter terrain. Hot and cold climates can also have an effect. And if you live in the heart of a city or spend a lot of your highway time in stop-and-go traffic, you'll get worse fuel economy than our overall average predicts. Use our fuel-economy ratings, or those from the government, for a general guide.

Over time, the Environmental Protection Agency has overhauled its method for estimating fuel economy to account for new technologies and driver behavior. The EPA performed a change for the 2017 model year that

BIG SAVINGS WITH HIGHER MPGs

The savings from buying a more fuel-efficient vehicle can put some serious cash in your pocket.

This chart can help you determine your annual fuel savings by choosing a more fuel-efficient vehicle over one that gets worse gas mileage.

To compare two vehicles CR has tested, first look up their overall mpg in the charts starting on page 36. Then find the overall mpg figure for one vehicle on one axis of this chart, and the mpg for the other vehicle on the other axis. The box where the two intersect shows how much money you'd save per year, assuming you drive 12,000 miles per year and gasoline costs $3.50 per gallon.

Higher fuel prices would mean greater savings. A vehicle that uses regular fuel will save you even more money when compared with one that runs on premium.

MPG	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44
12	$0	$500	$875	$1,167	$1,400	$1,591	$1,750	$1,885	$2,000	$2,100	$2,188	$2,265	$2,333	$2,395	$2,450	$2,500	$2,545
14	$500	$0	$375	$667	$900	$1,091	$1,250	$1,385	$1,500	$1,600	$1,688	$1,765	$1,833	$1,895	$1,950	$2,000	$2,045
16	$875	$375	$0	$292	$525	$716	$875	$1,010	$1,125	$1,225	$1,313	$1,390	$1,458	$1,520	$1,575	$1,625	$1,670
18	$1,167	$667	$292	$0	$233	$424	$583	$718	$833	$933	$1,021	$1,098	$1,167	$1,228	$1,283	$1,333	$1,379
20	$1,400	$900	$525	$233	$0	$191	$350	$485	$600	$700	$788	$865	$933	$995	$1,050	$1,100	$1,145
22	$1,591	$1,091	$716	$424	$191	$0	$159	$294	$409	$509	$597	$674	$742	$804	$859	$909	$955
24	$1,750	$1,250	$875	$583	$350	$159	$0	$135	$250	$350	$438	$515	$583	$645	$700	$750	$795
26	$1,885	$1,385	$1,010	$718	$485	$294	$135	$0	$115	$215	$303	$380	$449	$510	$565	$615	$661
28	$2,000	$1,500	$1,125	$833	$600	$409	$250	$115	$0	$100	$188	$265	$333	$395	$450	$500	$545
30	$2,100	$1,600	$1,225	$933	$700	$509	$350	$215	$100	$0	$88	$165	$233	$295	$350	$400	$445
32	$2,188	$1,688	$1,313	$1,021	$788	$597	$438	$303	$188	$88	$0	$77	$146	$207	$263	$313	$358
34	$2,265	$1,765	$1,390	$1,098	$865	$674	$515	$380	$265	$165	$77	$0	$69	$130	$185	$235	$281
36	$2,333	$1,833	$1,458	$1,167	$933	$742	$583	$449	$333	$233	$146	$69	$0	$61	$117	$167	$212
38	$2,395	$1,895	$1,520	$1,228	$995	$804	$645	$510	$395	$295	$207	$130	$61	$0	$55	$105	$151
40	$2,450	$1,950	$1,575	$1,283	$1,050	$859	$700	$565	$450	$350	$263	$185	$117	$55	$0	$50	$95
42	$2,500	$2,000	$1,625	$1,333	$1,100	$909	$750	$615	$500	$400	$313	$235	$167	$105	$50	$0	$45
44	$2,545	$2,045	$1,670	$1,379	$1,145	$955	$795	$661	$545	$445	$358	$281	$212	$151	$95	$45	$0

PHOTO, PREVIOUS SPREAD: GETTY IMAGES

resulted in estimates that have decreased by 1 or 2 mpg from 2016. To compare EPA fuel-economy ratings, go to fueleconomy.gov/feg/findacar.htm.

The government uses laboratory tests to determine fuel economy, but Consumer Reports tests the cars we've bought at dealerships on real roads with real drivers.

Compare MPG

When it comes time to focus on fuel economy, remember that the difference between two vehicles can be substantial—even those separated by just 5 mpg. Improving a vehicle from 15 mpg to 20 mpg has a greater impact than improving from 35 mpg to 40 mpg.

For example, assuming gas costs $3.50 per gallon and you drive the national average of 12,000 miles per year, look at two midsized, three-row SUVs: the 2016 Buick Enclave and the 2016 Honda Pilot, both of which come with V6 engines. The Pilot got 20 mpg overall in our fuel-economy tests, saving you $700 per year over the Enclave, which gets 15 mpg. If you drive more miles or gas prices rise, the savings are greater.

And it's not just SUVs. If you bought a 2016 Honda Civic, which got 32 mpg overall in our tests, instead of the Dodge Dart that got 27 mpg overall, you could save about $250 per year in fuel costs.

Switching categories brings more savings. For example, a 2019 Toyota Corolla Hatchback that gets 36 mpg has more passenger and cargo space than a Hyundai Kona, which gets 26 mpg. The Toyota could save you almost $450 per year.

As you compare the fuel economy of different vehicles, be sure to check the required grade of gasoline. A model that gets similar, or even slightly better, gas mileage than another may not be a bargain if it requires premium fuel.

Premium gas now sells for a lot more than regular gas. At the time of publication the national average for regular gas was $3.50 per gallon, while premium fuel cost about $4.25. So buying a car that doesn't require premium can bring a decent savings. While both the 2018 Audi Q7 with the V6 and the 2018 Chevrolet Traverse return 20 mpg overall, the Q7 requires premium fuel, which means annual fuel costs will run $450 more than for the Traverse.

WHAT TO EXPECT

$700

How much you will save in fuel costs each year if you choose an SUV that gets 20 mpg instead of one that gets 15 mpg.

Sports and luxury cars designed to run on premium gas usually have higher-performance engines. These use a higher compression ratio, which generates more heat in the cylinders.

That makes them more prone to early detonation of the fuel/air mixture, known as "knocking" or "pinging." Premium gas, which has an octane rating of 91 or higher, is less volatile than regular, and thus more resistant to premature combustion than lower-octane gas. Using premium in an engine that doesn't require it, however, doesn't improve performance and is a waste of money.

Be sure to check the owner's manual. If premium is recommended but not required, you can run on regular gasoline without problems because the engine's electronic controls compensate by reducing power. We've found that the performance difference is typically imperceptible in normal, everyday driving.

After narrowing down your choices, the chart on the facing page can tell you how much money you could save annually by choosing one model over another.

For a full rundown on the fuel economy and performance results of all the vehicles CR has tested since 2013, turn to page 36.

Hybrids and Electrics

Hybrids can provide the best of both worlds, teaming an electric motor with a gasoline engine.

Electric motors are up to three times as efficient as gasoline engines, meaning they use one-third of the energy to do the same work.

On the other hand, gasoline contains much more energy in a given volume, and it does so much more cheaply (for now) than batteries or other electric storage solutions do.

By combining a gasoline engine, an electric motor, and a battery pack, hybrids can use electricity when it's most efficient without giving up the practicality of a gas engine—fueling up is quick, and gas stations are plentiful.

They deliver fuel economy that is among the best in their class. Even though they may be more expensive, some models pay for themselves in both fuel and overall owner costs during the ownership cycle. And that payoff period becomes shorter when fuel prices are higher.

When buying a used hybrid, you'll pay a premium because they often have lower depreciation. Fuel costs over time can be significantly lower than their closest conventional counterparts, so it can be difficult for buyers to know whether they will recoup the extra investment.

It used to be that hybrids cost so much more up front that it would take more than five years to pay off the difference over a conventional vehicle. But now, buying a used hybrid such as the Ford Fusion Hybrid, Honda Insight and Civic Hybrid, Lexus ES Hybrid, Toyota Camry Hybrid, or Toyota Prius can save you money even when fuel is cheap, and even if you keep the car for only two or three years.

A few hybrids, however, will cost you more to own than a conventional equivalent at any gas price on record. For example, the much-more expensive 2015

Lexus RX 450h gets just 5 mpg better fuel economy than the conventional RX 350, not enough of a savings to pay off the price difference.

Some hybrids are actually defined as mild hybrids. They use a small low-voltage battery and electric motor to lightly assist the gas engine and smooth out the stop/start system. They don't allow for any electric-only driving like a regular hybrid, and they won't meaningfully improve fuel economy.

Hybrid Longevity: Should You Worry?

Based on data from our Annual Auto Surveys, we've found that the Toyota Prius hybrid has outstanding reliability and low ownership costs. But we wanted to know whether the effectiveness of the battery degraded over the long run.

In order to determine whether battery degradation had an impact on fuel economy, in 2011 we tested a 2004 Prius with almost 215,000 miles on it. We then compared the results with a 2004 Prius that we tested when new. In addition to having the original battery, the retested Prius had the original engine and transmission.

The results? Overall fuel economy dropped to 42 mpg for the 215,000-mile Prius compared with 44 mpg back in 2004. Highway mileage dipped to 47.9 mpg, from 50.4 back in 2004. City mileage dropped to 32.2 mpg compared with the original car's 35.4 mpg.

If the battery of this car had to be replaced today, it would cost between $1,700 and $3,400 from a dealer, plus a refundable "core charge" of about $1,350 for the old battery pack.

But there is no need to spend that much. In our searches, we found many low-mile used batteries at prices between $650 and $1,000, and some remanufactured ones as low as $850.

Electric Vehicles: More Mainstream Every Year

The biggest news has been about electric vehicles (EVs) and plug-in hybrid-electric vehicles (PHEVs). There are more EVs and PHEVs on the road than ever, and their ranges are getting longer.

EVs allow drivers to commute moderate distances using no gasoline and producing no tailpipe emissions. They can be charged by plugging them into a household wall outlet, although how long it takes to recharge depends on the vehicle and the electrical voltage.

Used EVs and PHEVs are available from a growing number of automakers, including Audi, BMW, Cadillac, Chevrolet, Chrysler, Fiat, Ford, Honda, Hyundai, Jaguar, Kia, Land Rover, Mercedes-Benz, Mitsubishi, Nissan, Porsche, Smart, Subaru, Tesla, Toyota, Volkswagen, and Volvo.

The Chevrolet Volt, Toyota Prius Prime, and PHEVs from BMW, Hyundai, Kia, Volvo, and others are a bridge between fully electric vehicles and standard hybrids. They can drive short distances on electricity only, and then switch to gas/electric hybrid operation once the battery depletes.

Should your trips, or commute, be within the electric-only range, plug-ins

SECRETS TO GETTING MORE MILEAGE

How you drive can significantly affect your fuel economy. That's the key finding of CR's fuel-economy tests. On the highway, keeping your speed down, driving steadily, and not carrying items on the roof are key to cutting fuel bills. In city and stop-and-go conditions, driving smoothly and with the engine warmed up make the greatest difference.

We used four-cylinder sedans and SUVs, and a V6-powered SUV, to test the effects of driving aggressively, carrying a car-top storage box and/or bicycles on racks, driving at faster and slower speeds on the highway, and driving with a cold engine, underinflated tires, and a dirty air cleaner. Of course, the biggest factor is vehicle choice. Even when we simultaneously committed a number of fuel-economy faux pas, the sedans got better fuel economy than the SUVs.

MOST IMPACT

› Reduce unnecessary drag. At highway speeds, more than 50 percent of engine power goes to overcoming aerodynamic drag. Don't add to that by carrying unneeded things on the roof. We did fuel economy tests at highway speed on a Nissan Altima and Toyota RAV4 with a roof rack, tail-hitch rack, and a roof-top box.

Carrying two mountain bikes on the roof had the biggest impact. The Altima lost 13 mpg, going from 46 mpg down to 33. The RAV4 lost 7 mpg, dropping to 32 mpg from 39 mpg.

There's even a loss when driving with the empty roof rack installed: The Altima dropped 5 mpg, and the Toyota lost 2 mpg.

The Nissan lost 12 mpg with the bikes on the hitch-mounted rack, while the RAV4 was down only 5 mpg. The bikes stuck out to the sides of the sedan, which created extra drag. They were mostly hidden behind the wider, boxier RAV4's bodywork.

The roof-top box resulted in a 9 mpg decrease for the Altima and a 5 mpg drop for the RAV4.

Overall, the aerodynamic drag doesn't hurt the RAV4 as much as the sleeker Altima. But it's best to remove rooftop racks or storage boxes when not using them to carry anything.

› Minimize driving with a cold engine. Engines run most efficiently when they're warm. In our city-driving tests, making multiple short trips and starting the engine from cold reduced fuel economy with our test vehicles. Engines also produce more pollution and wear faster when cold.

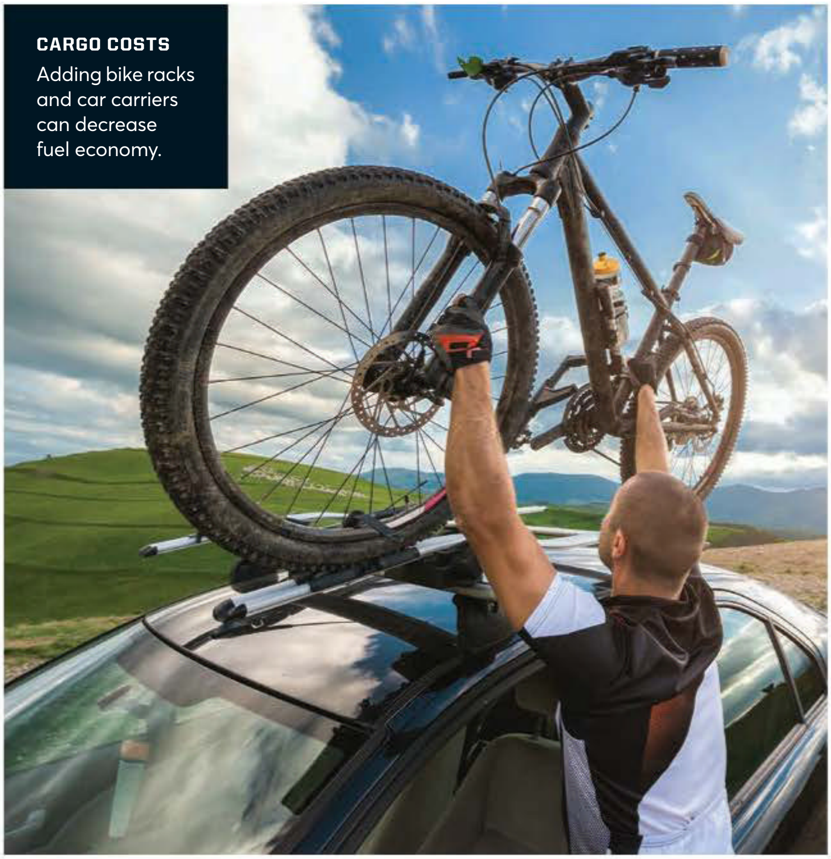
PHOTO: STOCKSY

can provide the benefits of a pure electric car while still having a gas engine available for longer trips without worries about charging station availability and range limitations. However, when not plugged in, PHEVs can get lower MPG than a traditional hybrid.

Studies show that most drivers travel fewer than 40 miles a day, making even a short-range electric car suitable for most urban dwellers or families in need of a second car. Buyers of used EVs may qualify for a $4,000 federal tax credit, depending on their household income and the vehicle that they choose.

Still, EVs may require basic changes in driving habits. While some can go more than 250 miles on a charge, many EVs on the used-car market have a limited driving range, and all can take hours to recharge.

Battery life expectancy and replacement cost remain question marks. But the public charging infrastructure is improving, with $7.5 billion in federal funds earmarked for more chargers.



CARGO COSTS
Adding bike racks and car carriers can decrease fuel economy.

To minimize cold-engine driving, combine short trips so that the engine stays warm.

› **Slow down.** Aerodynamic drag increases exponentially the faster you drive on the highway. We tested our vehicles' fuel economy at 55, 65, and 75 mph. Driving at 75 mph instead of 65 reduced the Camry's mileage from 35 mpg to 30. For the Ford Explorer, fuel economy fell from 21 mpg to 18. Slowing down to 55 mph saw the Camry improve to 40 mpg and the Ford to 24 mpg.

SOME IMPACT

› **Drive smoothly.** We found in our tests that frequent bursts of acceleration and braking reduced the Camry's mileage by 2 to 3 mpg and the Explorer's by about 1 mpg. The harder you accelerate, the more fuel you use. Unnecessary braking wastes the fuel you used to get up to speed. Drive smoothly and anticipate the movement of traffic. Once up to speed, maintain a steady pace. Smooth acceleration, cornering, and braking also extend the life of the engine, transmission, brakes, and tires.

› **Use air conditioning if you must.** We tested the effects of using air conditioning vs. opening the windows at various temperatures. At the relatively low temperature of 55° F, we found that the effects of running the A/C were minimal. But on an 85° F day, running the A/C reduced fuel economy by as much as 5 mpg on the highway.

We performed this test on various car types and found that the car also makes a difference. The A/C cut our Forester's mileage by only about 1 mpg on the highway and about 2 mpg in town. But the effect on our Accord was much greater. In any case, the A/C helps dehumidify the cabin, which can contribute to keeping the driver alert and safe. We think that's a worthwhile trade-off.

LITTLE IMPACT

› **Keep tires inflated.** Our tests show that driving on moderately underinflated tires is more of a safety concern than a fuel-economy concern. We set the air pressure in all four tires in the Camry and Explorer to 10 psi below that recommended by the auto manufacturer. This reduced highway mileage only slightly for both vehicles.

But what is more important is that underinflated tires provide much less grip for turning and stopping, and they run much hotter. Overheated tires wear faster and can lead to a blowout. Check the pressure of your vehicle's tires at least once per month, when the tires are cold.

Also check the tires before and after long road trips. The recommended tire pressure is found on a label inside the car—usually in a doorjamb, inside the glove-box lid, or inside the fuel-filler lid.

› **Keep your air filter clean.** We found that driving with a dirty air filter in modern engines didn't have a significant impact. Today's engines precisely control the air/fuel ratio, based on the volume of air coming in through the filter.

Tesla's nationwide network of Superchargers is slowly being opened up to non-Teslas, and the ChargePoint, Electrify America, and EVgo networks are growing each year.

Before You Buy: Things You Need to Consider

Answer these questions to determine whether an EV is right for you:

- **How far do you drive?** If you mostly run local errands or have a short commute, say 20 to 30 miles each way, the Nissan Leaf would probably fit your needs. With a PHEV like the Ford Fusion Energi to Toyota RAV4 Prime, distance is not a limiting factor. Of course, if you can plug in while you're away from home, you'll extend your electric-driving range and fuel-cost savings.

Keep in mind that a car's electric range can vary significantly depending on weather and driving style. The Tesla Model 3 we bought and tested had an EPA range of 310 miles. But in cold weather evaluations, the car used up 121 miles of indicated range in 64 miles of driving. Our Nissan Leaf, with an EPA range of 151 miles, indicated just 10 miles remaining after we drove a total of 64 miles. Using the heater in cold weather is a big drain on the range.

- **Will an EV save you money?** A popular belief is that because EVs have fewer drive components, there is less that can go wrong. However, our reliability data show that automakers continue to add new technology to EVs, beyond the powertrains—particularly luxury models. CR members often report more problems with their in-car electronics and power equipment than with the electric drivetrain.

Depending on your electricity rates and what you currently drive, running an EV should cost less than filling up with gas. Residential electricity cost an average of just under 16 cents per kilowatt-hour in the U.S. in January 2023 Most EVs run for about 3 miles per kWh, or about 4 cents per mile. With regular gas costing about $3.50 per gallon, a car such as the 32 mpg Toyota Corolla would cost about 11 cents per mile for fuel. But electrical rates vary widely, so check your local rates.

No one knows how long the lithium-ion batteries will last before they'll need replacement. And unlike the nickel-metal-hydride batteries used in many hybrids, there's minimal track record with which to gauge them. The Leaf and Bolt carry 8-year/ 100,000-mile warranties on their battery packs and related hardware—and some states mandate longer warranties.

CHARGING AT HOME

A 240-volt charger at your house can recharge your EV while you sleep.

- **How you can charge at home.** You can charge an EV at any household outlet, but you will be hard-pressed to charge a dedicated EV overnight on a 120-volt outlet (known as Level 1 charging). A heavy-duty 240-volt outlet (Level 2 charging) on a dedicated 30- or 40-amp circuit, similar to an outlet for an electric clothes dryer, is more practical.

Installing a 240-volt connector runs an estimated $700 to $2,000, depending on the home's existing wiring and location of the outlet. See "Best Home Wall Chargers for Your EV," at right, for more information.

- **What will you pay for charging?** Many utilities offer a wide variety of rate plans, so it's important to find out which will work for you. High electric rates can erode an EV's savings over a gas car. For example, in Connecticut, where our test track is located, electricity is about 30 cents per kWh. This means some efficient hybrid vehicles will cost less to fuel than comparable electric vehicles will cost to charge.

Off-peak electricity rates are lower in some areas of the country because you're taking advantage of the excess capacity that power plants have at night. In Detroit, for example, charging off-peak in the summer would cost 5.65 cents per kWh, or about 50 cents for a full charge, less than half what it costs during summer peak hours.

Buyers in California, where EVs and public chargers are more plentiful, need to be especially careful when choosing a plan. That state's Public Utilities Commission has set caps on usage for the lowest rates in basic plans. So unless you choose an appropriate plan, charging an EV can quickly kick you into a higher price bracket.

While some electric utilities have developed special rates for electric cars and for off-peak charging, these plans require the installation of "smart" meters, which can monitor the time of day when electricity is used. So it's best to call your utility company before you buy an electric car.

PHOTO, THIS PAGE: ADOBE STOCK. PHOTOS, OPPOSITE PAGE: JOHN POWERS/CONSUMER REPORTS

BEST HOME CHARGERS FOR YOUR EV

As electric vehicles gain popularity, Consumer Reports decided to test several popular wall chargers that EV buyers might consider when purchasing a car.

We also asked a focus group of EV owners about what they need and like in a home charger, known in the industry as electric vehicle supply equipment (EVSE).

We evaluated hardwired (permanently installed) and plug-in types, ranging in price from $300 to $700. The seven we evaluated performed similarly, but we learned about which features matter and which ones you might want to skip—or at least not buy as an extra. We list three staff favorites below.

Owners of pure electric cars may find it helpful to have a wall charger installed to get charging done in a few hours instead of overnight or over days. It's possible to recharge your EV or plug-in hybrid by simply using the supplied cable that came with the car and a nearby 120-volt outlet, the typical outlet in your house or garage. For most drivers, trickling electricity overnight may be adequate for addressing the range needs of a typical commute. Plug-in hybrids, with their limited battery capacity and ability to run on gasoline, probably don't warrant the investment in a wall charger. But for drivers who periodically use 100-plus miles of range in a single day, a wall charger is a convenience and a worthwhile investment.

The national average installation cost is $815, according to HomeAdvisor. Of course, costs will vary depending on your specific setup.

CR'S TAKE

All of the EVSEs we evaluated did the job and are weatherproof, meaning they can be installed inside a garage or outside. We favor the plug-in type because of the portability; these chargers are easy to take with you when you move or even when you're on vacation, should you rent a home.

We found that a compact design and an easy-to-manage cable that's long enough can help optimize garage space and maximize flexibility.

The ideal cable can reach to the car's charge port whether its location on the car is front or rear, left or right. We found that a long 25-foot cable is handy. (Keep in mind that your next EV may not have the same port location.) A design that nicely integrates a hook for the unused cable portion is also convenient.

An app that communicates with you is handy, too, although most EVs allow you to view charging status and get notifications through the car manufacturers' app.

In making your selection, it's important to understand all the features and know exactly where you want to mount the charger. Functions and size are ultimately the key differentiators among the name-brand EVSEs that we assessed. And finally, don't be swayed by the lower prices, because the cheaper EVSEs often don't charge as quickly.

THE CHARGERS

To help guide our evaluation, we asked electric-car owners through a focus group and a survey about their home-charging concerns. Most participants were interested in convenience and usability in a charger, factoring in such things as cable management, ease of plugging/unplugging the connector, and whether or not charging resumes automatically after a power outage.

The units we evaluated cost between $300 and $700 at the time of purchase. Since then, they have been replaced with newer models or the prices have changed.

JuiceBox 40

$699

CORD LENGTH: 25 Feet
RESUME CHARGING: Yes
WHERE TO BUY: Amazon

This midpriced, versatile choice is a smart charger, with a dedicated app and WiFi connectivity, and can be scheduled to charge at off-peak times. It can charge up to 40 amps, thereby reducing charge times. The long 25-foot cord is a plus.

ChargePoint Home Flex

$749

CORD LENGTH: 23 Feet
RESUME CHARGING: Yes
WHERE TO BUY: Amazon, ChargePoint, Home Depot

We liked the Home Flex's compact, sleek design and attention to detail. It can connect to WiFi, and you can adjust the current (up to 50 amps) via a smartphone app. It will resume charging after a power outage.

Blink HQ 150

$379

CORD LENGTH: 25 Feet
RESUME CHARGING: Yes
WHERE TO BUY: Amazon

He HQ 150 is slimmer than the HQ 100 (shown) we tested, which we found to be easy to install and use. It has the ability to delay the start of charging by pressing a button on the control panel, charges at 32 amps, and comes with a 25-foot cable.

2013-2022 CR Fuel-Economy and Road-Test Data

These charts show the overall fuel-economy, acceleration, and braking test results for more than 600 vehicles. **Trans.** is the transmission type (AT=automatic, MT=manual, CVT=continuously variable, seq=sequential, D=direct drive) and number of speeds as tested. **HP** is the horsepower of the engine tested. **Engine** is the configuration (T=turbo, SC=supercharged, TD=turbodiesel, L=liters). **CR's overall mpg** is the miles per gallon from CR's tests. For electric cars (identified with *), the mpg equivalent is listed. Plug-in hybrid (identified with **) mileage is a combination of electric and gas. **0-60 mph acceleration** is determined by starting from a standstill with the engine idling. **Braking** is the distance in feet that a vehicle took to stop from 60 mph on dry pavement without any of the wheels locking up.

Tested Model	Model-Year Range	Trans.	HP	Engine	Road-Test Data		
					CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Acura ILX 2.0L	2013-2015	5 AT	150	2.0 L 4	28	9.4	136
Acura ILX Premium	2016-2022	seq 8	201	2.4 L 4	28	7.5	132
Acura MDX	2013	6 AT	300	3.7 L V6	18	7.3	126
Acura MDX Tech	2014-2015	6 AT	290	3.5 L V6	20	7.2	136
Acura MDX Tech	2016-2020	9 AT	290	3.5 L V6	21	6.8	135
Acura MDX Tech	2022	10 AT	290	3.5 L V6	20	7.4	139
Acura RDX	2013-2018	6 AT	273	3.5 L V6	22	6.6	132
Acura RDX	2019-2022	10 AT	272	2.0 L 4 T	22	7.0	127
Acura RLX Tech	2014-2020	6 AT	310	3.5 L V6	23	6.5	128
Acura TL	2013-2014	6 AT	280	3.5 L V6	24	6.8	131
Acura TLX (4-cyl.)	2015-2020	seq 8	206	2.4 L 4	27	7.4	129
Acura TLX (V6)	2015-2020	9 AT	290	3.5 L V6	25	6.5	129
Acura TLX Tech	2021-2022	10 AT	272	2.0 L 4 T	23	6.5	136
Acura TSX	2013-2014	5 AT	201	2.4 L 4	25	8.3	138
Alfa Romeo Giulia Ti	2017-2022	8 AT	280	2.0 L 4 T	27	6.7	136
Alfa Romeo Stelvio Ti	2018-2022	8 AT	280	2.0 L 4 T	24	7.0	132
Audi A3 2.0T	2013-2014	seq 6	200	2.0 L 4 T	25	7.3	134
Audi A3 (1.8T)	2015-2016	seq 6	170	1.8 L 4 T	27	8.3	124
Audi A3 Premium Plus	2022	seq 7	201	2.0 L 4 T	31	6.8	120
Audi A4 Premium	2013-2016	8 AT	211	2.0 L 4 T	25	7.2	140
Audi A4 Premium Plus	2017-2022	seq 7	252	2.0 L 4 T	27	6.3	135
Audi A6 Premium Plus	2013-2018	8 AT	310	3.0 L V6 SC	22	5.7	132
Audi A6 2.0T	2019-2022	8 AT	248	2.0 L 4 T	26	6.8	129
Audi A8 3.0T	2019-2022	8 AT	335	3.0 L V6 T	21	6.1	133
Audi Allroad Premium	2013-2016	8 AT	211	2.0 L 4 T	22	8.1	131
Audi E-Tron Premium Plus	2019-2022	1 D	355	electric	74*	6.3	131
Audi Q3	2015-2018	6 AT	200	2.0 L 4 T	22	8.4	132
Audi Q3	2019-2022	8 AT	228	2.0 L 4 T	23	7.8	126
Audi Q5 Premium Plus	2013-2017	8 AT	211	2.0 L 4 T	21	7.9	130
Audi Q5 Premium Plus	2018-2022	seq 7	252	2.0 L 4 T	24	6.8	130
Audi Q7 Premium Plus	2017-2019	8 AT	333	3.0 L V6 SC	20	6.7	127
Audi Q7 Premium Plus	2020-2022	8 AT	335	3.0 L V6 T	20	7.0	133
Audi TT Premium Plus	2013-2015	seq 6	211	2.0 L 4 T	25	6.7	120
Audi TT 2.0T	2016-2022	seq 6	220	2.0 L 4 T	26	6.3	113
BMW 135i	2013	6 MT	300	3.0 L 6 T	23	5.2	119
BMW 228i Gran Coupe	2020-2022	8 AT	228	2.0 L 4 T	27	7.2	132
BMW M235i	2014-2016	6 MT	320	3.0 L 6 T	25	5.2	115
BMW 230i	2022	8 AT	255	2.0 L 4 T	31	6.4	128
BMW 328i	2013-2016	8 AT	240	2.0 L 4 T	28	6.3	132
BMW 328d xDrive	2014-2018	8 AT	180	2.0 L 4 TD	35	8.5	132
BMW 330i xDrive	2017-2018	8 AT	248	2.0 L 4 T	26	6.9	129
BMW 330i xDrive	2019-2022	8 AT	255	2.0 L 4 T	29	6.4	129
BMW 535i	2013-2016	8 AT	300	3.0 L 6 T	23	6.1	137
BMW 530i xDrive	2017-2022	8 AT	248	2.0 L 4 T	26	7.2	130
BMW 750i xDrive	2016-2022	8 AT	445	4.4 L V8 T	21	5.3	131
BMW i3 Giga	2014-2021	1 D	170	1.3 L 2 + E	139*	7.5	131
BMW X1 xDrive28i	2013-2015	8 AT	240	2.0 L 4 T	23	6.8	133
BMW X1 xDrive28i	2016-2022	8 AT	228	2.0 L 4 T	26	7.9	134
BMW X2 xDrive28i	2018-2022	8 AT	228	2.0 L 4 T	25	8.0	134
BMW X3 xDrive28i	2013-2017	8 AT	240	2.0 L 4 T	23	7.3	130
BMW X3 xDrive30i	2018-2022	8 AT	248	2.0 L 4 T	24	7.7	128
BMW X5 xDrive35d	2013	6 AT	265	3.0 L 6 TD	22	8.3	130
BMW X5 xDrive35i Prem.	2013	8 AT	300	3.0 L 6 T	18	7.0	131
BMW X5 xDrive35i	2014-2018	8 AT	300	3.0 L 6 T	21	7.4	137
BMW X5 xDrive35i	2019-2022	8 AT	335	3.0 L 6 T	23	6.0	129
BMW Z4 sDrive28i	2013-2016	6 MT	240	2.0 L 4 T	28	6.1	122
BMW Z4 sDrive30i	2019-2022	8 AT	255	2.0 L 4 T	29	6.1	111
Buick Cascada Premium	2016-2019	6 AT	200	1.6 L 4 T	22	8.9	134
Buick Enclave CXL	2013-2017	6 AT	288	3.6 L V6	15	7.9	142
Buick Enclave Premium	2018-2022	9 AT	310	3.6 L V6	18	7.4	130

Tested Model	Model-Year Range	Trans.	HP	Engine	Road-Test Data		
					CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Buick Encore (Leather)	2013-2022	6 AT	138	1.4 L 4 T	23	11.0	127
Buick Encore GX Select	2020-2022	9 AT	155	1.3 L 3 T	26	9.4	126
Buick Envision Premium	2016-2018	6 AT	252	2.0 L 4 T	21	7.9	128
Buick Envision Essence	2021-2022	9 AT	228	2.0 L 4 T	23	7.5	127
Buick LaCrosse CXS	2013-2016	6 AT	280	3.6 L V6	20	7.2	137
Buick LaCrosse Leather	2013-2016	6 AT	182	2.4 L 4	26	9.2	130
Buick LaCrosse Essence	2017-2020	9 AT	310	3.6 L V6	24	6.3	127
Buick Regal CXL turbo	2013	6 AT	220	2.0 L 4 T	23	8.3	134
Buick Regal Premium I	2014-2017	6 AT	259	2.0 L 4 T	24	7.4	125
Buick Regal Essence (AWD)	2018-2020	8 AT	250	2.0 L 4 T	23	7.0	125
Buick Verano Leather	2013-2017	6 AT	180	2.4 L 4	24	8.5	129
Cadillac ATS Luxury	2013-2015	6 AT	272	2.0 L 4 T	23	6.5	125
Cadillac CT4 Premium Luxury	2020-2022	8 AT	237	2.0 L 4 T	25	7.4	129
Cadillac CT5 Premium Luxury	2020-2022	10 AT	237	2.0 L 4 T	24	7.7	127
Cadillac CT6 Luxury	2016-2020	8 AT	335	3.6 L V6	22	6.5	125
Cadillac CTS Premium	2013	6 AT	304	3.6 L V6	19	6.8	129
Cadillac CTS Luxury (AWD)	2014-2015	6 AT	321	3.6 L V6	21	6.8	127
Cadillac CTS Luxury (AWD)	2016-2019	8 AT	335	3.6 L V6	22	6.5	127
Cadillac Escalade (base)	2013-2014	6 AT	403	6.2 L V8	13	7.5	158
Cadillac Escalade Luxury	2015-2020	8 AT	420	6.2 L V8	16	6.1	142
Cadillac Escalade Premium Luxury	2021-2022	10 AT	420	6.2 L V8	16	6.5	136
Cadillac SRX Luxury	2013-2016	6 AT	308	3.6 L V6	18	7.1	135
Cadillac XT4 Premium Luxury	2019-2022	9 AT	237	2.0 L 4 T	23	7.6	128
Cadillac XT5 Luxury	2017-2022	8 AT	310	3.6 L V6	20	7.1	132
Cadillac XT6 Premium Luxury	2020-2022	9 AT	310	3.6 L V6	18	7.1	134
Cadillac XTS Premium	2013-2019	6 AT	304	3.6 L V6	22	7.2	128
Chevrolet Avalanche LT	2013	6 AT	320	5.3 L V8	14	8.9	146
Chevrolet Blazer	2019-2022	9 AT	305	3.6 L V6	19	6.4	130
Chevrolet Bolt Premier	2017-2022	1 D	200	electric	119*	6.8	138
Chevrolet Bolt EUV	2022	1 D	200	electric	115*	7.2	137
Chevrolet Camaro 2LT	2013-2015	6 MT	304	3.6 L V6	21	6.6	133
Chevrolet Camaro 2SS coupe	2013-2015	6 MT	426	6.2 L V8	18	5.1	129
Chevrolet Camaro 2SS conv.	2013-2015	6 AT	400	6.2 L V8	17	5.6	117
Chevrolet Camaro 2SS coupe	2016-2022	6 MT	455	6.2 L V8	20	4.4	112
Chevrolet Colorado (V6)	2015-2022	6 AT	305	3.6 L V6	18	7.5	132
Chevrolet Colorado (diesel)	2016-2022	6 AT	181	2.8 L 4 TD	24	10.3	134
Chevrolet Corvette Z06	2013	6 MT	505	7.0 L V8	19	4.3	121
Chevrolet Corvette Stingray 3LT	2014-2019	7 MT	460	6.2 L V8	20	4.3	107
Chevrolet Corvette 2LT	2020-2022	seq 8	495	6.2 L V8	19	3.4	113
Chevrolet Cruze 1LT	2013-2015	6 AT	138	1.4 L 4 T	26	9.8	139
Chevrolet Cruze LS	2013-2015	6 AT	138	1.8 L 4	26	10.5	139
Chevrolet Cruze Eco	2013-2015	6 AT	138	1.4 L 4 T	27	10.0	131
Chevrolet Cruze LT	2016-2019	6 AT	153	1.4 L 4 T	30	8.5	125
Chevrolet Cruze Diesel	2014-2015	6 AT	151	2.0 L 4 TD	33	9.7	134
Chevrolet Cruze Diesel	2017-2019	9 AT	137	1.6 L 4 TD	41	9.1	132
Chevrolet Equinox 1LT	2013-2017	6 AT	182	2.4 L 4	21	10.7	138
Chevrolet Equinox LTZ	2013-2017	6 AT	292	3.6 L V6	18	7.1	138
Chevrolet Equinox LT	2018-2022	6 AT	170	1.5 L 4 T	25	9.6	132
Chevrolet Equinox LT Diesel	2018-2019	6 AT	137	1.6 L 4 TD	31	10.1	135
Chevrolet Impala LT	2013	6 AT	302	3.6 L V6	22	7.2	137
Chevrolet Impala 2LTZ	2014-2020	6 AT	305	3.6 L V6	22	6.9	130
Chevrolet Malibu 1LT	2013-2015	6 AT	197	2.5 L 4	26	8.1	135
Chevrolet Malibu 2LTZ	2013-2015	6 AT	259	2.0 L 4 T	24	7.0	128
Chevrolet Malibu LT	2016-2022	6 AT	160	1.5 L 4 T	29	8.4	130
Chevrolet Malibu Hybrid	2016-2019	CVT	182	1.8 L 4	41	8.0	135
Chevrolet Silverado 1500 LT	2013	6 AT	315	5.3 L V8	14	7.9	150
Chevrolet Silverado 1500 LT	2014-2018	6 AT	355	5.3 L V8	16	7.5	138
Chevrolet Silverado 1500 LT	2019-2020	8 AT	355	5.3 L V8	17	6.9	136
Chevrolet Silverado 1500 LT	2020-2022	10 AT	277	3.0 L 6 TD	23	7.9	144
Chevrolet Silverado 2500HD LTZ	2013	6 AT	397	6.6 L V8 TD	14	7.9	148
Chevrolet Silverado 2500HD LTZ	2016-2018	6 AT	397	6.6 L V8 TD	14	8.2	157
Chevrolet Sonic LTZ hatch.	2013-2016	6 MT	138	1.4 L 4 T	30	8.9	130
Chevrolet Sonic LT sedan	2013-2019	6 AT	138	1.8 L 4	28	9.3	128
Chevrolet Spark 1LT	2014-2015	CVT	84	1.2 L 4	31	12.8	128
Chevrolet Spark 1LT	2016-2022	CVT	98	1.4 L 4	33	12.0	129
Chevrolet SS	2014-2016	6 AT	415	6.2 L V8	17	5.1	118
Chevrolet Suburban LT	2013-2014	6 AT	320	5.3 L V8	14	8.4	147
Chevrolet Suburban LTZ	2015-2020	6 AT	355	5.3 L V8	16	7.9	139
Chevrolet Suburban Premier	2021-2022	10 AT	355	5.3 L V8	16	7.6	145
Chevrolet Tahoe Hybrid	2013	CVT	332	6.0 L V8	19	9.6	156
Chevrolet Tahoe LTZ	2013-2014	6 AT	320	5.3 L V8	14	8.4	144
Chevrolet Tahoe LT	2015-2020	6 AT	355	5.3 L V8	16	7.7	136
Chevrolet Tahoe LT	2021-2022	10 AT	355	5.3 L V8	17	7.8	145
Chevrolet Trailblazer LT	2021-2022	9 AT	155	1.3 L 3 T	27	9.5	133
Chevrolet Traverse LT	2013-2017	6 AT	281	3.6 L V6	16	7.9	141
Chevrolet Traverse LT	2018-2022	9 AT	310	3.6 L V6	20	7.3	130
Chevrolet Trax	2015-2022	6 AT	138	1.4 L 4 T	25	10.8	130

*Miles-per-gallon equivalent for electric.

Ratings > 2013-2022 CR Fuel-Economy and Road-Test Data

Tested Model	Model-Year Range	Trans.	HP	Engine	Road-Test Data		
					CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Chevrolet Volt	2013-2015	1 D	150	1.4 L 4 + E	61**	9.4	136
Chevrolet Volt LT	2016-2019	1 D	149	1.5 L 4 + E	105*	8.0	133
Chrysler 200 Limited	2013-2014	6 AT	283	3.6 L V6	21	6.8	140
Chrysler 200 C	2015-2017	9 AT	295	3.6 L V6	25	6.9	138
Chrysler 200 Limited	2015-2017	9 AT	184	2.4 L 4	30	9.8	130
Chrysler 300 Limited	2013-2022	8 AT	292	3.6 L V6	22	7.4	137
Chrysler 300 C	2013-2014	5 AT	363	5.7 L V8	18	6.2	134
Chrysler 300 C	2015-2022	8 AT	363	5.7 L V8	20	6.1	134
Chrysler Pacifica Touring L	2017-2022	9 AT	287	3.6 L V6	21	8.0	136
Chrysler Pacifica Hybrid Plat.	2017-2022	CVT	248	3.6 L V6 + E	27	8.3	145
Chrysler T & C Tour.-L	2013-2016	6 AT	283	3.6 L V6	17	8.1	141
Dodge Avenger Mainstreet	2013	6 AT	173	2.4 L 4	21	10.3	143
Dodge Challenger R/T	2013-2014	6 MT	376	5.7 L V8	19	6.5	130
Dodge Challenger R/T Plus	2015-2022	6 MT	375	5.7 L V8	20	5.5	119
Dodge Charger SXT Plus	2013-2022	8 AT	292	3.6 L V6	22	7.4	134
Dodge Charger (V8)	2015-2022	8 AT	370	5.7 L V8	20	6.1	128
Dodge Dart SXT	2014-2016	6 AT	184	2.4 L 4	27	9.3	127
Dodge Durango (V8)	2013	5 AT	360	5.7 L V8	14	8.1	140
Dodge Durango (V6)	2013	5 AT	290	3.6 L V6	17	9.4	144
Dodge Durango (V6)	2014-2022	8 AT	290	3.6 L V6	18	8.3	134
Dodge Grand Caravan	2013-2020	6 AT	283	3.6 L V6	17	8.1	141
Dodge Journey Lux	2013-2019	6 AT	283	3.6 L V6	16	8.1	139
Fiat 124 Lusso	2017-2020	6 MT	160	1.4 L 4 T	31	7.1	121
Fiat 500 Sport	2013-2017	5 MT	101	1.4 L 4	33	11.3	134
Fiat 500c Pop	2013-2017	5 MT	101	1.4 L 4	34	11.0	129
Fiat 500 Abarth	2013-2019	5 MT	160	1.4 L 4 T	28	8.0	125
Fiat 500L Easy	2014-2020	seq 6	160	1.4 L 4 T	27	9.5	132
Fiat 500X Pop	2016-2022	9 AT	180	2.4 L 4	23	9.8	130
Ford Bronco Outer Banks	2021-2022	10 AT	315	2.7 L V6 T	18	7.0	149
Ford Bronco Sport Outer Banks	2021-2022	8 AT	181	1.5 L 3 T	25	8.9	126
Ford C-MAX Energi	2013-2017	CVT	195	2.0 L 4 + E	47**	8.1	136
Ford C-MAX Hybrid	2013-2018	CVT	188	2.0 L 4	37	8.4	138
Ford EcoSport SES	2018-2022	6 AT	166	2.0 L 4	24	10.7	132
Ford Edge SEL	2013-2014	6 AT	285	3.5 L V6	18	8.1	134
Ford Edge SEL (FWD)	2013-2014	6 AT	247	2.0 L 4 T	21	8.9	132
Ford Edge (2.0T)	2015-2018	6 AT	245	2.0 L 4 T	21	8.8	132
Ford Edge (2.0T)	2019-2022	8 AT	250	2.0 L 4 T	22	7.7	129
Ford Escape SE	2013-2016	6 AT	173	1.6 L 4 T	22	9.9	133
Ford Escape Titanium	2013-2016	6 AT	231	2.0 L 4 T	22	8.2	134
Ford Escape SE	2017-2019	6 AT	179	1.5 L 4 T	23	10.1	132
Ford Escape SE	2020-2022	8 AT	180	1.5 L 3 T	26	8.9	128
Ford Escape SE Sport Hybrid	2020-2022	CVT	198	2.5 L 4	34	8.3	128
Ford Expedition EL	2013-2014	6 AT	300	5.4 L V8	13	9.1	154
Ford Expedition EL	2015-2017	6 AT	365	3.5 L V6 T	14	7.2	136
Ford Expedition MAX Limited	2018-2022	10 AT	375	3.5 L V6 T	16	7.3	143
Ford Explorer XLT	2013-2019	6 AT	290	3.5 L V6	18	7.9	135
Ford Explorer XLT	2020-2022	10 AT	300	2.3 L 4 T	21	7.4	136
Ford F-150 XLT (V8)	2013-2014	6 AT	360	5.0 L V8	15	7.8	142
Ford F-150 XLT (3.5T)	2013-2014	6 AT	365	3.5 L V6 T	15	7.7	142
Ford F-150 XLT (3.5T)	2015-2017	6 AT	365	3.5 L V6 T	16	7.2	139
Ford F-150 XLT (2.7T)	2015-2017	6 AT	325	2.7 L V6 T	17	7.0	137
Ford F-150 XLT (2.7T)	2018-2020	10 AT	325	2.7 L V6 T	19	6.8	145
Ford F-150 XLT (2.7T)	2021-2022	10 AT	325	2.7 L V6 T	19	6.7	143
Ford F-150 Lariat Hybrid	2021-2022	10 AT	430	3.5 L V6 T+H	20	6.3	141
Ford F-250 Lariat	2013-2016	6 AT	400	6.7 L V8 TD	16	8.7	157
Ford F-250 Lariat	2017-2022	6 AT	450	6.7-L V8 TD	15	8.1	155
Ford Fiesta SES hatch.	2013-2019	5 MT	120	1.6 L 4	32	10.7	134
Ford Fiesta SE sedan	2013-2019	seq 6	120	1.6 L 4	33	10.9	142
Ford Fiesta SE (1.0T)	2014-2017	5 MT	123	1.0 L 3 T	35	9.0	125
Ford Fiesta ST	2014-2019	6 MT	197	1.6 L 4 T	29	7.3	118
Ford Flex SEL	2013-2019	6 AT	287	3.5 L V6	18	8.5	141
Ford Focus SE	2013-2015	seq 6	160	2.0 L 4	28	9.2	141
Ford Focus SE	2016-2018	seq 6	160	2.0 L 4	29	9.8	128
Ford Focus SE (1.0T)	2016-2018	6 AT	123	1.0 L 3 T	29	11.0	128
Ford Focus SE SFE	2013-2014	seq 6	159	2.0 L 4	31	8.5	129
Ford Focus SEL hatch.	2013-2015	seq 6	160	2.0 L 4	28	9.3	137
Ford Focus Electric	2013-2018	1 D	143	electric	107*	10.2	140
Ford Focus ST	2013-2018	6 MT	252	2.0 L 4 T	26	6.6	122
Ford Fusion SE (1.5T)	2014-2020	6 AT	181	1.5 L 4 T	24	9.2	125
Ford Fusion Titanium	2013-2020	6 AT	231	2.0 L 4 T	22	7.4	130
Ford Fusion Hybrid	2013-2020	CVT	188	2.0 L 4	39	8.3	140
Ford Maverick	2022	8 AT	250	2.0 L 4 T	23	7.1	127
Ford Maverick Hybrid	2022	CVT	191	2.5 L 4	37	8.3	129
Ford Mustang Prem.	2013-2014	6 MT	305	3.7 L V6	24	6.2	134
Ford Mustang GT Prem. conv.	2013-2014	6 AT	402	5.0 L V8	23	5.5	134
Ford Mustang GT Prem.	2013-2014	6 MT	402	5.0 L V8	22	5.1	129
Ford Mustang GT Prem.	2015-2022	6 MT	435	5.0 L V8	19	4.9	121
Ford Mustang (2.3 T)	2015-2022	6 AT	310	2.3 L 4 T	25	6.4	125

Tested Model	Model-Year Range	Trans.	HP	Engine	Road-Test Data		
					CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Ford Mustang Mach-E Premium	2021-2022	1 D	290	electric	90	5.3	136
Ford Ranger XLT	2019-2022	10 AT	270	2.3 L 4 T	20	7.4	143
Ford Taurus Limited	2013-2019	6 AT	288	3.5 L V6	21	7.2	135
Ford Transit Connect XLT	2014-2018	6 AT	169	2.5 L 4	21	10.9	132
Genesis G70 (AWD)	2019-2022	8 AT	252	2.0 L 4 T	23	7.8	137
Genesis G80 3.8	2017-2020	8 AT	311	3.8 L V6	20	7.2	129
Genesis G80 Advanced	2021-2022	8 AT	300	2.5 L 4 T	24	6.8	128
Genesis G90 (3.3T)	2017-2022	8 AT	365	3.3 L V6 T	18	6.0	130
Genesis GV70 Advanced	2022	8 AT	300	2.5 L 4 T	24	7.5	135
Genesis GV80 Advanced	2021-2022	8 AT	375	3.5 L V6 T	18	6.0	129
GMC Acadia Denali	2017-2022	6 AT	310	3.6 L V6	19	6.8	130
GMC Terrain SLE	2018-2020	9 AT	252	2.0 L 4 T	22	7.2	128
Honda Accord Hybrid	2014-2015	1 D	196	2.0 L 4	40	7.7	137
Honda Accord Hybrid	2018-2022	CVT	212	2.0 L 4	47	7.4	139
Honda Accord EX-L	2013-2017	6 AT	278	3.5 L V6	26	6.3	139
Honda Accord LX	2013-2017	CVT	185	2.4 L 4	30	7.7	136
Honda Accord EX	2018-2022	CVT	192	1.5 L 4 T	31	7.7	135
Honda Civic EX	2014-2015	CVT	143	1.8 L 4	30	9.6	128
Honda Civic EX-T	2016-2021	CVT	174	1.5 L 4 T	31	7.1	129
Honda Civic HF	2013	5 AT	140	1.8 L 4	33	9.7	145
Honda Civic Hybrid	2013-2015	CVT	110	1.5 L 4	40	10.9	145
Honda Civic LX	2013	5 AT	140	1.8 L 4	30	9.9	143
Honda Civic LX	2016-2021	CVT	158	2.0 L 4	32	8.7	129
Honda Civic Sport	2022	CVT	158	2.0 L 4	33	9.7	129
Honda Civic Si	2013-2015	6 MT	201	2.4 L 4	29	7.1	139
Honda Civic Si	2017-2020	6 MT	205	1.5 L 4 T	34	7.3	131
Honda Civic Si	2022	6 MT	200	1.5 L 4 T	32	7.3	134
Honda Crosstour EX-L	2013-2015	6 AT	278	3.5 L V6	21	7.0	143
Honda CR-V EX	2013-2014	5 AT	185	2.4 L 4	23	9.2	128
Honda CR-V EX	2015-2016	CVT	185	2.4 L 4	24	9.0	134
Honda CR-V LX	2017-2019	CVT	184	2.4 L 4	27	8.6	133
Honda CR-V EX-T	2017-2022	CVT	190	1.5 L 4 T	28	8.2	137
Honda CR-V Hybrid EX	2020-2022	CVT	212	2.0 L 4	35	8.5	133
Honda CR-Z EX	2013-2015	6 MT	122	1.5 L 4	35	9.3	139
Honda Fit (base)	2013	5 AT	118	1.5 L 4	30	10.7	132
Honda Fit Sport	2013	5 MT	118	1.5 L 4	33	9.2	136
Honda Fit EX	2015-2020	CVT	130	1.5 L 4	33	10.0	132
Honda HR-V LX	2016-2022	CVT	141	1.8 L 4	29	10.5	132
Honda Insight EX	2013-2014	CVT	98	1.3 L 4	38	11.8	136
Honda Insight EX	2019-2022	CVT	151	1.5 L 4	54	8.7	136
Honda Odyssey EX-L	2013	5 AT	248	3.5 L V6	19	8.7	143
Honda Odyssey EX-L	2014-2017	6 AT	248	3.5 L V6	21	8.4	136
Honda Odyssey EX-L	2018-2022	9 AT	280	3.5 L V6	22	8.1	136
Honda Passport EX-L	2019-2022	9 AT	280	3.5 L V6	21	6.4	135
Honda Pilot EX-L	2013-2015	5 AT	250	3.5 L V6	18	9.0	144
Honda Pilot EX-L	2016-2022	6 AT	280	3.5 L V6	20	7.5	136
Honda Ridgeline RTS	2013-2014	5 AT	247	3.5 L V6	15	8.6	149
Honda Ridgeline RTL	2017-2022	6 AT	280	3.5 L V6	20	7.3	134
Hyundai Accent GLS	2013-2017	6 AT	138	1.6 L 4	31	10.3	134
Hyundai Accent SEL	2018-2022	6 AT	130	1.6 L 4	33	9.9	128
Hyundai Accent SE hatch.	2013-2016	6 MT	138	1.6 L 4	32	8.5	136
Hyundai Azera 3.3L	2013-2017	6 AT	293	3.3 L V6	23	7.2	132
Hyundai Elantra GLS	2013-2016	6 AT	148	1.8 L 4	29	9.5	136
Hyundai Elantra SEL	2017-2020	6 AT	147	2.0 L 4	33	9.9	133
Hyundai Elantra SEL	2021-2022	CVT	147	2.0 L 4	33	7.9	128
Hyundai Elantra Hybrid Blue	2021-2022	seq 6	139	1.6 L 4	48	8.7	127
Hyundai Elantra Touring	2013	4 AT	138	2.0 L 4	26	10.6	127
Hyundai Elantra GT	2013-2015	6 AT	148	1.8 L 4	27	9.8	134
Hyundai Elantra GT	2018-2020	6 AT	161	2.0 L 4	28	8.7	127
Hyundai Genesis (sedan)	2013-2014	8 AT	333	3.8 L V6	22	6.4	135
Hyundai Genesis (AWD)	2015-2016	8 AT	311	3.8 L V6	20	7.2	129
Hyundai Ioniq SEL	2017-2020	seq 6	139	1.6 L 4	52	9.9	144
Hyundai Ioniq SE	2021-2022	seq 6	139	1.6 L 4	52	9.1	130
Hyundai Ioniq 5	2022	1 D	320	electric	98*	4.7	131
Hyundai Kona SEL	2018-2022	6 AT	147	2.0 L 4	26	11.1	129
Hyundai Palisade SEL	2020-2022	8 AT	291	3.8 L V6	21	7.1	132
Hyundai Santa Cruz SEL Premium	2022	seq 8	281	2.5 L 4 T	24	6.6	132
Hyundai Santa Fe GLS	2013-2018	6 AT	290	3.3 L V6	20	7.6	133
Hyundai Santa Fe Limited	2019-2020	8 AT	235	2.0 L 4 T	21	8.7	136
Hyundai Santa Fe SEL	2021-2022	8 AT	191	2.5 L 4	24	10	126
Hyundai Santa Fe Hybrid SEL Prem.	2021-2022	6 AT	226	1.6 L 4 T+H	30	8.3	130
Hyundai Santa Fe Sport	2013-2018	6 AT	190	2.4 L 4	23	9.7	132
Hyundai Sonata GLS	2013-2014	6 AT	198	2.4 L 4	27	8.2	134
Hyundai Sonata Limited	2013-2014	6 AT	274	2.0 L 4 T	25	6.6	136
Hyundai Sonata SE	2015-2017	6 AT	185	2.4 L 4	28	9.2	139
Hyundai Sonata SEL	2018-2019	6 AT	185	2.4 L 4	28	8.3	129
Hyundai Sonata SEL	2020-2022	8 AT	191	2.5 L 4	31	7.5	127
Hyundai Sonata Hybrid	2013-2015	6 AT	206	2.0 L 4	33	9.1	148
Hyundai Sonata Hybrid	2016-2019	6 AT	193	2.0 L 4	39	8.2	140

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*Miles-per-gallon equivalent for electric. **Combination of electric and gas.

Ratings › 2013-2022 CR Fuel-Economy and Road-Test Data

Tested Model	Model-Year Range	Trans.	HP	Engine	Road-Test Data		
					CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Hyundai Sonata Hybrid SEL	2020-2022	6 AT	192	2.0 L 4	44	8.0	135
Hyundai Tucson GLS	2013-2015	6 AT	170	2.4 L 4	22	9.7	129
Hyundai Tucson SEL	2019-2021	6 AT	181	2.4 L 4	22	9.6	130
Hyundai Tucson SE	2016-2021	6 AT	164	2.0 L 4	24	11.0	129
Hyundai Tucson (1.6T)	2016-2018	seq 7	175	1.6 L 4 T	26	8.4	128
Hyundai Tucson SEL	2022	8 AT	187	2.5 L 4	26	9.6	130
Hyundai Tucson Hybrid	2022	6 AT	226	1.6 L 4 T+H	35	7.7	132
Hyundai Veloster	2013-2017	6 MT	138	1.6 L 4	31	9.2	131
Hyundai Veloster Turbo R-Spec	2019-2021	6 MT	201	1.6 L 4 T	29	7.0	119
Hyundai Venue SEL	2020-2022	CVT	121	1.6 L 4	32	8.9	125
Infiniti G37 conv.	2013-2014	7 AT	325	3.7 L V6	20	6.0	135
Infiniti G37 Journey	2013-2014	7 AT	328	3.7 L V6	21	5.6	126
Infiniti M37	2013	7 AT	330	3.7 L V6	21	5.8	128
Infiniti M35h	2013	7 AT	360	3.5 L V6	25	5.6	131
Infiniti Q70	2014-2019	7 AT	330	3.7 L V6	21	5.8	128
Infiniti Q70 Hybrid	2014-2018	7 AT	360	3.5 L V6	25	5.6	131
Infiniti Q50 Premium (AWD)	2014-2015	7 AT	328	3.7 L V6	21	5.6	126
Infiniti Q50 3.0t Prem. (AWD)	2016-2022	7 AT	300	3.0 L V6 T	22	5.7	126
Infiniti QX30 Premium	2017-2019	seq 7	208	2.0 L 4 T	25	7.1	122
Infiniti QX50	2019-2022	CVT	268	2.0 L 4 T	22	7.2	129
Infiniti QX56	2013	7 AT	400	5.6 L V8	15	6.9	139
Infiniti QX60	2014-2020	CVT	265	3.5 L V6	19	8.3	137
Infiniti QX60 Luxe	2022	9 AT	295	3.5 L V6	21	6.7	138
Infiniti QX80	2014-2022	7 AT	400	5.6 L V8	15	6.9	139
Jaguar E-Pace S	2018-2022	9 AT	246	2.0 L 4 T	21	7.9	129
Jaguar F-Pace Prestige	2017-2022	8 AT	340	3.0 L V6 SC	20	6.0	129
Jaguar I-Pace HSE	2019-2022	1 D	394	electric	76*	4.3	136
Jaguar XE (AWD)	2018-2020	8 AT	247	2.0 L 4 T	25	7.7	133
Jaguar XF 3.0 (AWD)	2013-2015	8 AT	340	3.0 L V6 SC	21	5.7	130
Jaguar XF 3.0 (AWD)	2016-2020	8 AT	340	3.0 L V6 SC	21	5.8	128
Jaguar XJL	2013-2019	6 AT	385	5.0 L V8	19	5.5	138
Jeep Cherokee Latitude	2014-2018	9 AT	184	2.4 L 4	22	10.9	138
Jeep Cherokee Limited	2014-2018	9 AT	271	3.2 L V6	21	7.7	133
Jeep Cherokee Limited	2019-2022	9 AT	270	2.0 L 4 T	23	7.5	129
Jeep Compass Latitude	2013	CVT	172	2.4 L 4	22	10.3	145
Jeep Compass Latitude	2017-2022	9 AT	180	2.4 L 4	24	9.8	137
Jeep Gladiator Sport	2020-2022	8 AT	285	3.6 L V6	18	7.8	135
Jeep Grand Cherokee Ltd.	2013	5 AT	360	5.7 L V8	14	7.9	138
Jeep Grand Cherokee Laredo	2013	5 AT	290	3.6 L V6	18	9.1	139

Tested Model	Model-Year Range	Trans.	HP	Engine	Road-Test Data		
					CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Jeep Grand Cherokee Ltd	2014-2019	8 AT	240	3.0 L V6 TD	24	8.6	132
Jeep Grand Cherokee Ltd	2014-2021	8 AT	290	3.6 L V6	18	8.0	134
Jeep Grand Cherokee Ltd	2022	8 AT	293	3.6 L V6	20	7.8	138
Jeep Grand Cherokee L Ltd	2021-2022	8 AT	290	3.6 L V6	19	8.8	141
Jeep Patriot Latitude	2013	CVT	172	2.4 L 4	21	10.3	141
Jeep Renegade	2015-2022	9 AT	180	2.4 L 4	24	9.9	130
Jeep Wagoneer Series II	2022	8 AT	392	5.7 L V8	15	7.1	149
Jeep Wrangler Unltd Sahara	2013-2017	5 AT	285	3.6 L V6	17	8.9	151
Jeep Wrangler Sahara (4-dr)	2018-2022	8 AT	285	3.6 L V6	18	7.3	144
Kia Cadenza	2014-2016	6 AT	293	3.3 L V6	22	7.2	132
Kia Cadenza Premium	2017-2020	8 AT	290	3.3 L V6	24	7.0	127
Kia Carnival EX	2022	8 AT	290	3.5 L V6	21	8.4	129
Kia EV6 Wind	2022	1 D	320	electric	105*	4.7	126
Kia Forte EX hatch.	2013	6 AT	156	2.0 L 4	26	9.8	141
Kia Forte Koup SX	2013	6 MT	173	2.4 L 4	27	7.6	128
Kia Forte LX	2014-2016	6 AT	148	1.8 L 4	28	10.1	128
Kia Forte LX	2017-2018	6 AT	147	2.0 L 4	33	10.1	128
Kia Forte LXS	2019-2022	CVT	147	2.0 L 4	34	8.3	131
Kia K5 LXS	2021-2022	8 AT	180	1.6 L 4 T	32	7.7	130
Kia Niro EX	2017-2022	seq 6	139	1.6 L 4	43	9.9	143
Kia Optima LX	2013-2015	6 AT	200	2.4 L 4	25	8.6	143
Kia Optima SX	2013-2015	6 AT	274	2.0 L 4 T	24	6.6	142
Kia Optima EX	2016-2020	6 AT	185	2.4 L 4	28	8.0	130
Kia Rio EX hatch.	2013-2016	6 AT	138	1.6 L 4	29	9.9	136
Kia Rio EX	2013-2017	6 AT	138	1.6 L 4	30	9.5	138
Kia Rio S	2018-2022	6 AT	130	1.6 L 4	33	9.6	131
Kia Sedona EX	2015-2021	6 AT	276	3.3 L V6	20	8.0	133
Kia Seltos S	2021-2022	CVT	146	2.0 L 4	28	9.0	128
Kia Sorento EX	2013	6 AT	276	3.5 L V6	20	7.6	136
Kia Sorento LX	2013	6 AT	191	2.4 L 4	20	10.4	136
Kia Sorento EX	2014-2015	6 AT	290	3.3 L V6	20	7.6	135
Kia Sorento EX	2016-2018	6 AT	290	3.3 L V6	21	7.4	131
Kia Sorento EX	2019-2020	8 AT	290	3.3 L V6	22	8.1	137
Kia Sorento EX	2021-2022	seq 8	281	2.5 L 4 T	25	6.5	133
Kia Sorento Hybrid	2022	6 AT	227	1.6 L 4 T+H	28	8.1	132
Kia Soul Plus	2013	6 AT	164	2.0 L 4	26	8.6	149
Kia Soul Plus	2014-2019	6 AT	164	2.0 L 4	26	8.8	127
Kia Soul EX	2020-2022	CVT	147	2.0 L 4	28	8.8	120
Kia Sportage LX	2013-2016	6 AT	176	2.4 L 4	22	10.3	137
Kia Sportage SX	2013-2016	6 AT	260	2.0 L 4 T	21	7.1	135

Tested Model	Model-Year Range	Trans.	HP	Engine	Road-Test Data		
					CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Kia Sportage LX	2017-2022	6 AT	181	2.4 L 4	23	9.6	128
Kia Telluride EX	2020-2022	8 AT	291	3.8 L V6	21	7.2	127
Land Rover Discovery HSE	2017-2022	8 AT	340	3.0 L V6 SC	17	7.3	138
Land Rover Discovery Sport	2015-2022	9 AT	240	2.0 L 4 T	21	8.6	136
Land Rover LR2 SE	2013	6 AT	230	3.2 L 6	18	9.1	128
Land Rover LR4	2013	6 AT	375	5.0 L V8	15	7.1	129
Range Rover HSE	2014-2019	8 AT	340	3.0 L V6 SC	17	6.7	137
Range Rover Evoque SE	2020-2022	9 AT	246	2.0 L 4 T	20	8.3	126
Range Rover Sport HSE	2014-2018	8 AT	340	3.0 L V6 SC	18	6.5	137
Range Rover Velar S	2018-2022	8 AT	247	2.0 L 4 T	21	8.4	130
Lexus CT200h	2013-2017	CVT	134	1.8 L 4	40	11.0	133
Lexus ES350	2013-2018	6 AT	268	3.5 L V6	25	6.7	139
Lexus ES350	2019-2022	8 AT	302	3.5 L V6	25	6.9	132
Lexus ES300h	2013-2018	CVT	200	2.5 L 4	36	8.2	140
Lexus GS350	2013-2020	6 AT	306	3.5 L V6	21	6.2	137
Lexus GX460	2013-2022	6 AT	301	4.6 L V8	17	7.5	136
Lexus IS250 conv.	2013	6 AT	204	2.5 L V6	23	8.1	129
Lexus IS250	2013	6 AT	204	2.5 L V6	24	7.7	131
Lexus IS250 (AWD)	2014-2015	6 AT	204	2.5 L V6	21	8.7	138
Lexus IS300 (AWD)	2016-2020	6 AT	255	3.5 L V6	20	6.5	139
Lexus IS300 (AWD)	2021-2022	6 AT	260	3.5 L V6	22	6.1	129
Lexus LS460L	2013-2017	8 AT	380	4.6 L V8	21	6.2	140
Lexus LS500 (AWD)	2018-2022	10 AT	416	3.5 L V6 T	20	6.0	136
Lexus NX (2.0T)	2015-2021	6 AT	235	2.0 L 4 T	24	7.5	132
Lexus NX350	2022	8 AT	275	2.4 L 4 T	25	7.2	127
Lexus NX300h	2015-2021	CVT	194	2.5 L 4	29	8.9	136
Lexus NX350h	2022	CVT	240	2.5 L 4	38	7.6	138
Lexus RX350	2013-2015	6 AT	275	3.5 L V6	21	7.3	136
Lexus RX350	2016-2022	8 AT	295	3.5 L V6	22	7.5	139
Lexus RX350L	2018-2022	8 AT	295	3.5 L V6	20	7.7	136
Lexus RX450h	2013-2015	CVT	295	3.5 L V6	26	7.7	135
Lexus RX450h	2016-2022	CVT	308	3.5 L V6	29	7.5	138
Lexus UX250h	2019-2022	CVT	175	2.0 L 4	37	8.8	137
Lincoln Aviator Reserve	2020-2022	10 AT	400	3.0 L V6 T	19	6.2	138
Lincoln Continental (2.7T)	2017-2020	6 AT	335	2.7 L V6 T	20	6.6	127
Lincoln Corsair Reserve	2020-2022	8 AT	250	2.0 L 4 T	23	7.2	128
Lincoln MKC Reserve (2.3T)	2015-2019	6 AT	285	2.3 L 4 T	19	7.8	125
Lincoln MKS	2013-2016	6 AT	304	3.7 L V6	20	7.1	137
Lincoln MKX	2013-2015	6 AT	305	3.7 L V6	18	7.6	138
Lincoln MKX (2.7T)	2016-2018	6 AT	335	2.7 L V6 T	18	7.2	128
Lincoln MKZ (2.0T)	2013-2020	6 AT	231	2.0 L 4 T	23	7.4	124
Lincoln MKZ Hybrid	2013-2020	CVT	188	2.0 L 4	34	9.2	129
Lincoln Nautilus (2.7T)	2019-2022	8 AT	335	2.7 L V6 T	18	7.2	128
Lincoln Navigator Ultimate	2013-2014	6 AT	300	5.4 L V8	13	8.8	149
Lincoln Navigator (3.5T)	2015-2017	6 AT	380	3.5 L V6 T	15	7.0	136
Lincoln Navigator (3.5T)	2018-2022	10 AT	411	3.5 L V6 T	16	6.2	144
Maserati Ghibli S Q4	2014-2022	8 AT	404	3.0 L V6 T	19	5.4	115
Mazda2 Sport	2013-2014	5 MT	100	1.5 L 4	33	10.3	137
Mazda2 Touring	2013-2014	4 AT	100	1.5 L 4	30	11.1	138
Mazda3 s Sport	2013	5 AT	167	2.5 L 4	25	8.3	132
Mazda3 i Touring	2013	5 AT	148	2.0 L 4	28	9.4	145
Mazda3 i Touring	2013	5 MT	148	2.0 L 4	30	8.6	145
Mazda3 i Touring	2013	6 AT	155	2.0 L 4	32	9.1	139
Mazda3 i Touring	2014-2018	6 AT	155	2.0 L 4	33	8.3	133
Mazda3 i Gr. Tour.	2014-2018	6 MT	155	2.0 L 4	32	8.2	133
Mazda3 Select	2019-2022	6 AT	186	2.5 L 4	30	7.7	125
Mazdaspeed3 Sport	2013	6 MT	263	2.3 L 4 T	26	6.4	128
Mazda5 Gr. Tour.	2013-2015	5 AT	157	2.5 L 4	23	9.6	139
Mazda6 i Sport	2013	5 AT	170	2.5 L 4	24	9.0	139
Mazda6 s Gr. Tour.	2013	6 AT	272	3.7 L V6	20	6.8	133
Mazda6 Sport	2014-2017	6 AT	184	2.5 L 4	32	7.5	132
Mazda6 Touring	2018-2021	6 AT	187	2.5 L 4	28	9.2	133
Mazda CX-3 Touring	2016-2021	6 AT	146	2.0 L 4	28	9.6	135
Mazda CX-30 Preferred	2020-2022	6 AT	186	2.5 L 4	27	8.7	133
Mazda CX-5 Touring	2013-2014	6 AT	155	2.0 L 4	25	10.0	133
Mazda CX-5 Touring	2014-2016	6 AT	184	2.5 L 4	25	8.0	133
Mazda CX-5 Touring	2017-2022	6 AT	187	2.5 L 4	24	8.6	133
Mazda CX-9 Gr. Tour.	2013-2015	6 AT	273	3.7 L V6	16	8.2	137
Mazda CX-9 Touring	2016-2022	6 AT	227	2.5 L 4 T	22	7.9	139
Mazda MX-5 Miata Gr. Tour.	2013-2015	6 MT	167	2.0 L 4	28	7.0	122
Mazda MX-5 Miata Club	2016-2022	6 MT	155	2.0 L 4	34	6.7	124
Mercedes-Benz A220	2019-2022	seq 7	188	2.0 L 4 T	27	7.3	130
Mercedes-Benz C250	2013-2014	7 AT	201	1.8 L 4 T	24	7.6	131
Mercedes-Benz C300 (AWD)	2015-2021	7 AT	241	2.0 L 4 T	26	6.8	136
Mercedes-Benz C300 (AWD)	2022	9 AT	255	2.0 L 4 T	29	6.7	141
Mercedes-Benz CLA250	2014-2019	seq 7	208	2.0 L 4 T	28	6.6	124
Mercedes-Benz CLA250	2020-2022	seq 7	221	2.0 L 4 T	27	6.6	131
Mercedes-Benz E350	2013-2016	7 AT	302	3.5 L V6	21	6.3	131
Mercedes-Benz E350 BT	2013	7 AT	210	3.0 L V6 TD	26	7.9	132

*Miles-per-gallon equivalent for electric.

Tested Model	Model-Year Range	Trans.	HP	Engine	Road-Test Data		
					CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Mercedes-Benz E250 BT (AWD)	2014-2016	7 AT	195	2.1 L 4 TD	30	8.3	131
Mercedes-Benz E300 (AWD)	2017-2022	9 AT	241	2.0 L 4 T	24	7.1	128
Mercedes-Benz EQS580	2022	1 D	516	electric	94*	4.0	133
Mercedes-Benz GL BT	2013-2016	7 AT	240	3.0 L V6 TD	20	8.2	136
Mercedes-Benz GLA250	2015-2020	seq 7	208	2.0 L 4 T	26	6.9	128
Mercedes-Benz GLA250	2021-2022	seq 8	221	2.0 L 4 T	27	6.8	133
Mercedes-Benz GLB250	2020-2022	seq 8	221	2.0 L 4 T	26	6.8	125
Mercedes-Benz GLK350	2013-2015	7 AT	302	3.5 L V6	21	6.1	130
Mercedes-Benz GLC300	2016-2022	9 AT	241	2.0 L 4 T	22	6.8	132
Mercedes-Benz ML350	2013-2015	7 AT	302	3.5 L V6	18	6.8	138
Mercedes-Benz GLE350	2016-2019	7 AT	302	3.5 L V6	18	6.8	138
Mercedes-Benz GLE450	2020-2022	9 AT	362	3.0 L 6 T	20	6.0	132
Mercedes-Benz GLS450	2020-2022	9 AT	362	3.0 L 6 T	20	6.4	133
Mercedes-Benz S550 (AWD)	2014-2020	7 AT	449	4.7 L V8 T	18	5.1	128
Mercedes-Benz SLK250	2013-2016	6 MT	201	1.8 L 4 T	26	7.0	115
Mini Cooper (base)	2013	6 MT	118	1.6 L 4	33	9.1	125
Mini Cooper (1.5T)	2014-2020	6 AT	134	1.5 L 3 T	31	8.3	133
Mini Cooper S	2013	6 MT	172	1.6 L 4 T	30	7.2	137
Mini Cooper S	2014-2022	6 MT	189	2.0 L 4 T	30	7.2	130
Mini Cooper S conv.	2013-2014	6 MT	172	1.6 L 4 T	30	7.5	128
Mini Cooper Clubman (base)	2013	6 AT	118	1.6 L 4	29	10.5	128
Mini Cooper Clubman (1.5T)	2016-2019	6 AT	134	1.5 L 3 T	28	10.5	129
Mini Cooper Countryman S	2013-2016	6 AT	184	1.6 L 4 T	26	8.3	135
Mini Cooper Countryman S	2017-2022	8 AT	189	2.0 L 4 T	25	8.3	120
Mitsubishi Eclipse Cross SE	2018-2022	CVT	152	1.5 L 4 T	24	9.9	132
Mitsubishi i-MiEV SE	2013-2017	1 D	63	electric	111*	14.7	132
Mitsubishi Lancer ES	2013-2017	CVT	152	2.0 L 4	25	9.8	144
Mitsubishi Lancer Evo GSR	2013-2015	5 MT	291	2.0 L 4 T	21	5.8	126
Mitsubishi Lancer Ralliart	2013-2015	seq 6	237	2.0 L 4 T	20	6.5	133
Mitsubishi Mirage ES	2014-2022	CVT	74	1.2 L 3	37	12.1	138
Mitsubishi Outlander XLS	2013	6 AT	220	3.0 L V6	19	8.3	132
Mitsubishi Outlander LS	2013	CVT	168	2.4 L 4	22	10.1	137
Mitsubishi Outlander SE	2014-2015	CVT	166	2.4 L 4	23	10.8	130
Mitsubishi Outlander SEL	2016-2020	CVT	166	2.4 L 4	24	10.0	132
Mitsubishi Outlander SE	2022	CVT	181	2.5 L 4	25	9.8	133
Mitsubishi Outlander Sport SE	2013-2015	CVT	148	2.0 L 4	23	9.6	137
Nissan Altima 2.5 S	2013-2015	CVT	182	2.5 L 4	31	8.2	140
Nissan Altima 2.5 SV	2016-2018	CVT	179	2.5 L 4	29	8.4	135

Tested Model	Model-Year Range	Trans.	HP	Engine	Road-Test Data		
					CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Nissan Altima 3.5 SL	2013-2018	CVT	270	3.5 L V6	24	6.3	133
Nissan Altima SV	2019-2022	CVT	188	2.5 L 4	31	7.6	131
Nissan Armada Platinum	2013-2015	5 AT	317	5.6 L V8	13	7.2	142
Nissan Armada Platinum	2017-2022	7 AT	390	5.6 L V8	14	6.7	133
Nissan Cube 1.8 S	2013-2014	CVT	122	1.8 L 4	28	10.0	149
Nissan Frontier LE	2013-2015	5 AT	261	4.0 L V6	15	7.9	142
Nissan Frontier SV	2022	9 AT	310	3.8 L V6	18	7.5	128
Nissan Juke SV	2013-2015	CVT	188	1.6 L 4 T	24	7.9	139
Nissan Kicks SV	2018-2022	CVT	125	1.6 L 4	32	10.5	137
Nissan Leaf SL	2013-2017	1 D	107	electric	106*	10.3	136
Nissan Leaf SL	2018-2022	1 D	147	electric	112*	8.0	141
Nissan Leaf SL Plus	2019-2022	1 D	214	electric	104*	7.0	139
Nissan Maxima 3.5 SV	2013-2014	CVT	290	3.5 L V6	22	6.2	128
Nissan Maxima Platinum	2016-2022	CVT	300	3.5 L V6	25	6.5	132
Nissan Murano SL	2013-2014	CVT	265	3.5 L V6	19	7.6	136
Nissan Murano SL	2015-2022	CVT	260	3.5 L V6	21	7.7	131
Nissan Pathfinder SL	2013-2020	CVT	260	3.5 L V6	18	7.7	137
Nissan Pathfinder SL	2022	9 AT	284	3.5 L V6	21	7.6	138
Nissan Quest SL	2013-2016	CVT	260	3.5 L V6	19	8.4	143
Nissan Rogue SL	2013	CVT	170	2.5 L 4	22	8.9	137
Nissan Rogue SV	2014-2020	CVT	170	2.5 L 4	24	9.5	134
Nissan Rogue SV	2021	CVT	181	2.5 L 4	25	8.7	135
Nissan Rogue SV	2022	CVT	201	1.5 L 3 T	25	9.1	134
Nissan Rogue Sport SV	2017-2022	CVT	141	2.0 L 4	26	10.3	134
Nissan Sentra SV	2013-2015	CVT	130	1.8 L 4	29	9.7	129
Nissan Sentra SV	2016-2019	CVT	124	1.8 L 4	31	10.4	129
Nissan Sentra SV	2020-2022	CVT	149	2.0 L 4	32	8.5	129
Nissan Titan SV	2013-2015	5 AT	317	5.6 L V8	14	7.2	142
Nissan Titan SV	2017-2022	7 AT	390	5.6 L V8	16	6.7	131
Nissan Titan XD SV	2016-2019	6 AT	310	5.0 L V8 TD	15	10.6	147
Nissan 370Z Tour. coupe	2013-2020	6 MT	332	3.7 L V6	23	5.3	120
Nissan Versa Note SV	2014-2018	CVT	109	1.6 L 4	31	10.9	135
Nissan Versa SV sedan	2013-2019	CVT	109	1.6 L 4	32	10.6	140
Nissan Versa SV	2020-2022	CVT	122	1.6 L 4	32	9.6	130
Nissan Xterra S	2013-2016	5 AT	261	4.0 L V6	17	7.7	135
Porsche 911 Carrera S	2014-2019	7 MT	400	3.8 L 6	23	4.1	108
Porsche Boxster (base)	2013-2016	6 MT	265	2.7 L 6	23	6.1	112
Porsche 718 Boxster (base)	2017-2022	seq 7	300	2.0 L 4 T	26	4.4	108
Porsche Cayenne (base)	2013-2018	8 AT	300	3.6 L V6	19	7.8	134

Tested Model	Model-Year Range	Trans.	HP	Engine	Road-Test Data		
					CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Porsche Cayenne (base)	2019-2022	8 AT	335	3.6 L V6 T	21	6.5	131
Porsche Macan S	2015-2021	seq 7	340	3.0 L V6 T	19	6.4	130
Porsche Panamera S	2013-2015	seq 7	400	4.8 L V8	20	5.5	116
Ram 1500 Big Horn	2013-2018	8 AT	395	5.7 L V8	15	7.1	141
Ram 1500 Big Horn	2019-2022	8 AT	395	5.7 L V8	17	7.1	137
Ram 1500 Big Horn (diesel)	2014-2018	8 AT	240	3.0 L V6 TD	20	9.5	143
Ram 1500 Big Horn (diesel)	2020-2022	8 AT	240	3.0 L V6 TD	23	8.8	138
Ram 2500 Laramie (diesel)	2016-2018	6 AT	370	6.7 L 6 TD	14	8.9	152
Scion FR-S	2013-2016	6 MT	200	2.0 L 4	30	7.2	126
Scion iQ	2013-2015	CVT	94	1.3 L 4	34	10.6	139
Scion tC	2013	6 MT	180	2.5 L 4	28	8.8	139
Scion tC	2014-2016	6 AT	179	2.5 L 4	27	8.6	134
Scion xB	2013-2015	4 AT	158	2.4 L 4	23	9.4	137
Scion xD	2013-2014	4 AT	128	1.8 L 4	29	9.7	136
Scion xD	2013-2014	5 MT	128	1.8 L 4	34	9.0	136
Smart ForTwo Passion	2013-2015	seq 5	71	1.0 L 3	39	14.6	139
Smart ForTwo Passion	2016-2017	seq 6	89	0.9 L 3 T	36	11.2	132
Subaru Ascent Limited	2019-2022	CVT	260	2.4 L 4 T	22	8.0	129
Subaru BRZ Premium	2013-2020	6 MT	200	2.0 L 4	30	7.2	126
Subaru Crosstrek Premium	2016-2017	CVT	148	2.0 L 4	26	9.7	130
Subaru Crosstrek Premium	2018-2022	CVT	152	2.0 L 4	29	10.2	125
Subaru Crosstrek Hybrid	2019-2022	CVT	148	2.0 L 4 + E	33	9.0	129
Subaru Forester 2.5XT Limited	2013	4 AT	224	2.5 L 4 T	20	7.2	135
Subaru Forester 2.5X Premium	2013	4 AT	170	2.5 L 4	22	10.2	139
Subaru Forester 2.5i Premium	2014-2018	CVT	170	2.5 L 4	26	8.7	127
Subaru Forester Premium	2019-2022	CVT	182	2.5 L 4	28	9.2	130
Subaru Impreza Sport Premium	2013-2016	CVT	148	2.0 L 4	26	9.4	127
Subaru Impreza Premium	2013-2016	CVT	148	2.0 L 4	27	9.2	129
Subaru Impreza Premium	2017-2022	CVT	152	2.0 L 4	30	9.5	124
Subaru Impreza WRX	2013-2014	5 MT	265	2.5 L 4 T	24	5.3	125
Subaru Impreza WRX Premium	2015-2021	6 MT	268	2.0 L 4 T	26	6.0	120
Subaru Impreza WRX STi	2013-2014	6 MT	305	2.5 L 4 T	21	5.4	123
Subaru Legacy 3.6R Ltd	2013	5 AT	256	3.6 L 6	22	7.2	132
Subaru Legacy 2.5i Premium	2013-2014	CVT	173	2.5 L 4	26	9.1	139
Subaru Legacy 2.5i Premium	2015-2019	CVT	175	2.5 L 4	26	10.2	128
Subaru Legacy Premium	2020-2022	CVT	182	2.5 L 4	28	8.9	131
Subaru Outback 2.5i Limited	2013-2014	CVT	173	2.5 L 4	24	10.3	137
Subaru Outback 2.5i Premium	2015-2019	CVT	175	2.5 L 4	24	10.5	133
Subaru Outback 3.6R Limited	2015-2019	CVT	256	3.6 L 6	22	7.4	134
Subaru Outback Limited XT	2020-2022	CVT	260	2.4 L 4 T	24	7.1	132
Subaru Tribeca Limited	2013-2015	5 AT	256	3.6 L 6	16	8.6	139
Subaru WRX Premium	2022	6 MT	271	2.4 L 4 T	25	5.8	124
Subaru XV Crosstrek Hybrid	2014-2015	CVT	160	2.0 L 4	28	10.1	131
Subaru XV Crosstrek	2013-2015	CVT	148	2.0 L 4	26	9.7	130
Tesla Model 3 Long Range	2018-2022	1 D	258	electric	130*	5.3	133
Tesla Model S (85 kWh)	2013-2015	1 D	362	electric	84*	5.6	128
Tesla Model S P85D	2014-2017	1 D	691	electric	87*	3.5	118
Tesla Model S 75D	2016-2018	1 D	328	electric	103*	5.1	129
Tesla Model S 100D	2019-2020	1 D	517	electric	102*	5.1	129
Tesla Model X 90D	2016-2018	1 D	417	electric	92*	4.9	127
Tesla Model X 100D	2019-2022	1 D	517	electric	87*	4.9	127
Tesla Model Y Long Range	2020-2022	1 D	384	electric	121*	4.7	121
Toyota 4Runner SR5	2013-2022	5 AT	270	4.0 L V6	18	7.7	131
Toyota 86	2017-2020	6 MT	205	2.0 L 4	30	7.2	126
Toyota GR86	2022	6 MT	228	2.4 L 4	28	6.3	119
Toyota Avalon Limited	2013-2015	6 AT	268	3.5 L V6	24	7.0	132
Toyota Avalon Limited	2016-2018	6 AT	268	3.5 L V6	24	6.6	135
Toyota Avalon Hybrid	2013-2015	CVT	200	2.5 L 4	36	8.2	138
Toyota Avalon Hybrid	2019-2022	CVT	215	2.5 L 4	42	8.3	135
Toyota Camry Hybrid	2013-2017	CVT	200	2.5 L 4	38	7.6	133
Toyota Camry Hybrid LE	2018-2022	CVT	208	2.5 L 4	47	7.8	138
Toyota Camry LE	2013-2017	6 AT	173	2.5 L 4	27	8.4	130
Toyota Camry LE	2018-2022	8 AT	203	2.5 L 4	32	8.0	126
Toyota Camry XLE	2013-2017	6 AT	268	3.5 L V6	26	6.4	136
Toyota Corolla (base)	2013	5 MT	132	1.8 L 4	32	9.0	136
Toyota Corolla LE	2013	4 AT	132	1.8 L 4	32	9.9	136
Toyota Corolla LE Plus	2014-2019	CVT	132	1.8 L 4	32	9.9	138
Toyota Corolla LE	2020-2022	CVT	139	1.8 L 4	33	10.4	134
Toyota Corolla LE Hybrid	2020-2022	CVT	121	1.8 L 4	48	10.3	142
Toyota Corolla iM	2017-2018	CVT	137	1.8 L 4	31	10.0	133
Toyota Corolla Hatchback	2019-2022	CVT	144	2.0 L 4	36	8.7	129
Toyota Corolla Cross LE	2022	CVT	169	2.0 L 4	28	9.3	128
Toyota C-HR XLE	2018-2022	CVT	144	2.0 L 4	29	11.2	131
Toyota Highlander Ltd	2013	5 AT	270	3.5 L V6	18	8.0	139
Toyota Highlander XLE	2014-2016	6 AT	270	3.5 L V6	20	7.5	134
Toyota Highlander XLE	2017-2019	8 AT	295	3.5 L V6	22	7.4	134
Toyota Highlander XLE	2020-2022	8 AT	295	3.5 L V6	22	7.3	132

*Miles-per-gallon equivalent for electric.

Ratings > 2013-2022 CR Fuel-Economy and Road-Test Data

Tested Model	Model-Year Range	Trans.	HP	Engine	Road-Test Data		
					CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Toyota Highlander Hybrid	2013	CVT	280	3.5 L V6	27	7.6	140
Toyota Highlander Hybrid	2014-2019	CVT	280	3.5 L V6	25	8.3	138
Toyota Highlander Hybrid	2020-2022	CVT	243	2.5 L 4	35	8.0	141
Toyota Land Cruiser	2013-2021	6 AT	381	5.7 L V8	14	7.3	140
Toyota Matrix S	2013	5 AT	158	2.4 L 4	27	8.3	132
Toyota Prius	2013-2015	CVT	134	1.8 L 4	44	10.6	133
Toyota Prius	2016-2022	CVT	121	1.8 L 4	52	10.3	135
Toyota Prius Plug-in	2013-2015	CVT	134	1.8 L 4 + E	47**	10.6	139
Toyota Prius Prime	2017-2022	CVT	121	1.8 L 4 + E	69**	10.8	139
Toyota Prius C	2013-2019	CVT	99	1.5 L 4	43	11.3	135
Toyota Prius V Three	2013-2017	CVT	134	1.8 L 4	41	10.7	138
Toyota RAV4 XLE	2013-2015	6 AT	176	2.5 L 4	24	9.0	135
Toyota RAV4 XLE	2016-2018	6 AT	176	2.5 L 4	24	9.3	135
Toyota RAV4 XLE	2019-2022	8 AT	203	2.5 L 4	27	8.3	131
Toyota RAV4 Hybrid	2016-2018	CVT	194	2.5 L 4	31	8.7	136
Toyota RAV4 Hybrid	2019-2022	CVT	219	2.5 L 4	37	7.8	139
Toyota RAV4 Prime XSE	2021-2022	CVT	302	2.5 L 4 + E	34	6.3	142
Toyota Sequoia Limited	2013-2022	6 AT	381	5.7 L V8	15	7.1	146
Toyota Sienna LE	2013	6 AT	187	2.7 L 4	20	10.3	134
Toyota Sienna XLE (AWD)	2013-2016	6 AT	266	3.5 L V6	19	8.5	139
Toyota Sienna XLE	2013-2016	6 AT	266	3.5 L V6	20	8.8	134
Toyota Sienna XLE	2017-2020	8 AT	296	3.5 L V6	21	7.7	137
Toyota Sienna XLE	2021-2022	CVT	245	2.5 L 4	36	8.2	148
Toyota Supra Premium	2020-2022	8 AT	382	3.0 L 6 T	27	4.6	115
Toyota Tacoma (base)	2013-2015	5 AT	236	4.0 L V6	17	7.9	139
Toyota Tacoma SR5	2016-2022	6 AT	278	3.5 L V6	19	8.2	146
Toyota Tundra SR5	2013-2021	6 AT	381	5.7 L V8	15	6.7	153
Toyota Tundra SR5	2022	10 AT	389	3.5 L V6 T	17	6.3	140
Toyota Venza V6	2013-2015	6 AT	268	3.5 L V6	20	6.9	137
Toyota Venza XLE	2021-2022	CVT	219	2.5 L 4	37	7.8	137
Toyota Yaris 4-dr hatch.	2013-2018	4 AT	106	1.5 L 4	32	10.8	137
Toyota Yaris (sedan)	2019-2020	6 AT	106	1.5 L 4	35	10.3	139
Toyota Yaris iA	2017-2018	6 AT	106	1.5 L 4	35	10.3	139
VW Atlas SEL	2018-2022	8 AT	276	3.6 L V6	20	8.7	135
VW Atlas Cross Sport SE	2020-2022	8 AT	235	2.0 L 4 T	21	8.7	131
VW Arteon (AWD)	2019-2022	8 AT	268	2.0 L 4 T	24	7.9	125
VW Beetle 2.5L	2013	5 MT	170	2.5 L 5	26	8.6	131
VW Beetle 1.8T	2014-2018	6 AT	170	1.8 L 4 T	27	8.4	136
VW CC Sport	2013-2017	seq 6	200	2.0 L 4 T	26	7.5	133

Tested Model	Model-Year Range	Trans.	HP	Engine	Road-Test Data		
					CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
VW Eos Lux	2013-2016	seq 6	200	2.0 L 4 T	25	7.9	135
VW Golf TDI	2013-2014	6 MT	140	2.0 L 4 TD	38	9.4	132
VW Golf 2.5	2013-2014	6 AT	170	2.5 L 5	24	8.6	131
VW Golf 1.8T	2015-2018	6 AT	170	1.8 L 4 T	28	8.7	130
VW Golf Alltrack	2017-2020	seq 6	170	1.8 L 4 T	25	8.5	124
VW GTI	2013-2014	6 MT	200	2.0 L 4 T	27	7.2	133
VW GTI	2015-2017	6 MT	210	2.0 L 4 T	29	6.6	132
VW GTI	2022	6 MT	241	2.0 L 4 T	28	6.4	127
VW Jetta SE (2.5)	2013	6 AT	170	2.5 L 5	25	9.7	144
VW Jetta SE (1.8T)	2014-2016	6 AT	170	1.8 L 4 T	30	8.5	137
VW Jetta SE (1.4T)	2016-2018	seq 6	150	1.4 L 4 T	32	9.1	131
VW Jetta SE (1.4T)	2019-2022	8 AT	147	1.4 L 4 T	34	9.0	135
VW Jetta GLI (2.0T)	2013-2017	6 MT	200	2.0 L 4 T	27	7.2	132
VW Jetta Hybrid SE	2013-2015	seq 7	170	1.4 L 4	37	8.1	138
VW Jetta TDI	2013-2014	seq 6	140	2.0 L 4 TD	34	9.5	130
VW Jetta SportWagen TDI	2013-2014	6 MT	140	2.0 L 4 TD	36	9.7	139
VW Jetta SportWagen SE	2013-2014	6 AT	170	2.5 L 5	23	9.3	137
VW Passat SE (2.5)	2013	6 AT	170	2.5 L 5	25	9.7	136
VW Passat SE (1.8T)	2014-2017	6 AT	170	1.8 L 4 T	28	8.6	129
VW Passat TDI SE	2013-2014	seq 6	140	2.0 L 4 TD	37	9.8	132
VW Passat (V6)	2013-2018	seq 6	280	3.6 L V6	23	6.8	132
VW Passat SE	2020-2022	6 AT	174	2.0 L 4 T	28	7.9	130
VW Taos SE	2022	seq 7	158	1.5 L 4 T	26	9.4	130
VW Tiguan SEL	2013-2017	6 AT	200	2.0 L 4 T	21	8.5	140
VW Tiguan SE	2018-2022	8 AT	184	2.0 L 4 T	25	10.3	131
VW Touareg TDI	2013-2015	8 AT	225	3.0 L V6 TD	24	8.4	135
Volvo C30 T5	2013	6 MT	227	2.5 L 5 T	25	7.2	143
Volvo C70 T5	2013	5 AT	227	2.5 L 5 T	21	8.3	133
Volvo S60 T5	2013-2014	6 AT	250	2.5 L 5 T	23	6.7	134
Volvo S60 T5 Drive-E	2015-2018	8 AT	240	2.0 L 4 T	25	7.9	128
Volvo S60 T5	2019-2022	8 AT	250	2.0 L 4 T	26	7.3	125
Volvo S80	2013	6 AT	235	3.2 L 6	20	8.6	139
Volvo S90 T6	2017-2022	8 AT	316	2.0 L 4 T	23	7.2	130
Volvo V60 CC	2015-2018	6 AT	250	2.5 L 5 T	21	8.1	127
Volvo XC60 T6	2013-2017	6 AT	281	3.0 L 6 T	17	7.4	132
Volvo XC60 T5	2018-2022	8 AT	250	2.0 L 4 T	23	8.0	124
Volvo XC70	2013-2015	6 AT	235	3.2 L 6	18	8.5	135
Volvo XC90	2013-2014	6 AT	240	3.2 L 6	17	9.6	136
Volvo XC90 T6	2016-2022	8 AT	316	2.0 L 4 T	20	7.7	126

**Combination of electric and gas.

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HOW TO AVOID A LEMON

Even if you buy a reliable vehicle, it will need to be properly maintained. But buying a vehicle with hidden damage—which can affect its performance, safety, or reliability—can be a financial black hole. That's why it's important to thoroughly check out any vehicle you intend to buy. In this chapter we'll tell you how to perform a preliminary inspection and test drive on a vehicle. Plus, we explain how to check a vehicle's history, and discuss the pros and cons of choosing a certified used car.

Ask the Right Questions

When you've found a vehicle or two you're interested in–whether being sold by a dealership or privately–begin sizing up their condition and history over the phone. You can make some copies of the checklist on page 57 to help you keep notes of the conversation. Begin by asking these basic questions. The answers can help you decide if it's worth a trip to take a closer look, particularly if you're buying from a private party.

- **"How many miles does it have?"** If the mileage is higher than 20,000 per year or lower than 5,000, ask why. A high-mileage car used on a long highway commute may have less wear than if it did a lot of short trips or stop-and-go driving. Still, take any "these were all highway miles" claim with a grain of salt. Also, while low mileage is nice, it's no guarantee of gentle care.
- **"How is it equipped?"** Whether they're listed in the ad or not, ask about key features: transmission type, safety equipment, audio system, cruise control, power seats, Bluetooth, rear entertainment screens, backup camera, and navigation. Double-checking could produce some telling comments.
- **"What's the car's condition?"** Start broad and don't interrupt–the seller could bring up something you wouldn't have thought to ask about.
- **"How about the body and interior?"** If these areas weren't covered before, ask about them specifically.
- **"Has it been in a crash?"** If yes, ask about the extent of the damage, the cost of repairs, and who did the work. Don't worry about minor scrapes, but think twice about a car that has been in a serious collision.
- **"Do you have service records?"** You want a car that has been well cared for. It should have had maintenance done at the manufacturer-specified intervals. Ask for receipts for any parts that have been replaced. Repair-shop receipts normally note the odometer reading, helping you verify the history.
- **"Are there open recalls?"** Ask whether any safety-recall work needs to be done. Dealerships can access the recall history, but with the VIN, you can check the manufacturer's website or nhtsa.gov. Note the mileage when work was performed. To learn more about recalls and technical service bulletins, turn to page 59 or go to **CR.org/carrecalls.**

QUESTIONS FOR PRIVATE SELLERS

- **"Have you owned it since it was new?"** You want to be able to piece together the car's service history. Be skeptical if the owner claims to have done the maintenance but can't produce any receipts, or if the car has changed hands multiple times in a few years. A vehicle history report can shed more light on those items.
- **"Are you the person who drove it the most?"** Ideally, you want to meet the car's principal driver, or drivers, to see whether they strike you as responsible.
- **"Why are you selling the car?"** Look

DON'T GET STUCK WITH A PROBLEM CAR

These steps can help prevent buyer's remorse

It's a used-car buyer's nightmare: getting a rebuilt wreck despite doing your research.

That's because a rebuilt wreck is difficult to spot. Even buying a model known for good reliability is no guarantee that it won't have problems.

According to Carfax, a service that provides vehicle history reports, as many as 40 percent of the vehicles on the road have some sort of crash damage.

CR has found that vehicle history reports can't catch everything. Differing state laws on salvage titles allow for big loopholes. Even when a car's title is labeled as salvaged, buyers might miss it. This is why it's important to scrutinize the title before buying. Make sure the seller's name is on the title, and be especially wary of any car with a "lost" title.

One of the best ways to protect yourself from hidden problems is to hire your own mechanic to inspect any car that you are serious about buying. But first look for these telltale signs in any car you are considering, in order to thin the herd.

The close-up Inspect each body panel for scratches, dents, or rust. Look under windowsills or fender edges for masking-tape marks, indicating paintwork.

Straight & narrow Uneven panel gaps by the fenders, doors, hood, and trunk can mean shoddy repair.

Blend well Be sure the paint color and finish are uniform, and check inside doorjambs for dull-looking overspray.

Attractive personality Try placing a magnet on various spots on the doors and fenders. If it doesn't pull toward the car, body filler may be under the paint.

Crystal clear Check for moisture in the head- and taillights.

Tread lightly Make sure the tires have even treadwear. New tires may hide alignment problems.

Rust bucket A coating of rust on the bolts or hinges inside the door jamb is a clue the car may have been submerged.

Sniff test A musty, moldy smell in the interior or trunk could indicate water damage.

Inside the tailpipe Black, greasy residue inside means the engine is burning oil.

for a plausible explanation rather than an interesting story. If the answer sounds evasive, be wary.

Health Concerns When Buying

For most people, buying a used car is an in-person experience, whether with a private party or at a dealership.

While COVID-19-related restrictions have been lifted, understand that some private sellers still might not be comfortable letting you test-drive the vehicle and/or have it inspected by a mechanic. It is up to you to decide if you are okay with that. With the used-car market slowing a bit there are more cars available, so you don't have to feel pressured to jump on the first vehicle that you see.

Finally, ask the dealer how much of the process you can do online or over the phone, so you can spend less time at the dealership—a positive at any time!

You can also use a service, such as Carvana, Tred, or Vroom, to handle nearly every aspect of the sale without meeting the seller at all.

CONDUCT A PREPURCHASE INSPECTION

Taking time to inspect a car before you buy it will reduce the chance you'll end up stuck with a car that's troublesome down the road.

Inspect It Carefully

No matter who you buy from, always look over the vehicle thoroughly and take it to a mechanic for a complete inspection. Dress in old clothes that you don't mind getting dirty and give the car a good going-over.

Do your inspection in daylight on a dry day, because floodlights and rain can make cars look shiny and hide body defects. The car should be parked on a level surface and shouldn't have been driven for at least an hour before you start your inspection.

EXTERIOR

- **Body condition.** Check each panel and the roof, looking for scratches, dents, and rust. Watch out for misaligned panels or large gaps, which can indicate either sloppy assembly at the factory or the shoddy repair work was performed. The paint color and finish should be the same on every body panel.

If you think a dent may have been patched, put a small magnet on it. The magnet won't stick to an area with body filler. If other parts of the car have been repainted, there may be paint adhering to the rubber seals around the hood and trunk lid.

Rust is a cause for concern, so check the body for blistered paint or visible rust. Check the wheel wells, panels beneath the doors, and door bottoms.

Open and close each door, the hood, and the trunk. Gently lift and let go of each door, particularly the driver's door. If it seems loose on its hinges, the car has seen hard or long use. Inspect rubber seals for tearing or rot.

- **Glass.** Look carefully at the glass to make sure there are no cracks or large, pocked areas. A small stone chip might not be cause for alarm, though you should bring it up in negotiations. But cracks in the windshield will worsen and lead to a costly repair.
- **Suspension.** Walk around the car to see whether it's sitting level. Push down on each corner. If the shock absorbers are in good shape, the car should rebound just once, not bounce up and down. Grab the top of each front tire and tug it back and forth. If you feel play in it or hear a clunking sound, the wheel bearings or suspension joints may be shot.
- **Lights and lenses.** Have a friend confirm that all lights are working. Make sure all light lenses and reflectors are intact and not cracked, fogged with moisture, or missing.
- **Tires.** You can tell a lot from the tires. A car with less than, say, 20,000 miles should probably still have its original tires. Be wary of a low-mileage car with new tires, and check that all four tires are the same. If there are different branded tires on the car, ask why they have been replaced.

Treadwear should be even across the width of the tread, and the same on the tires on the left and right sides of the car. Ask whether the tires have been regularly rotated. If not, the wear is usually more severe on the drive wheels.

Aggressive drivers tend to put heavy wear on the outside shoulder of the front tires, at the edge of the sidewall. Assume the car has been driven hard if that area shows heavier wear.

Tires that have been driven while overinflated tend to wear more in the middle than on the sides. Chronically underinflated tires show more wear on the sides. Cupped tires—those worn unevenly along the tread's circumference—may be a sign of a problem with the steering, suspension, or brakes.

Tires must have at least $\frac{2}{32}$ inch of tread to be legal. Check the tread depth with a tread-depth tool—available at auto-parts stores—or a quarter. Insert the quarter into the tread groove, with Washington's head down. If you can see the top of his head, the tire should be replaced.

Examine the sidewalls for scuffing, cracks, or bulges, and look for dents or cracks on each wheel. Be sure to check that the spare is in good shape and the proper jack and lug wrench are present.

INTERIOR

The inside of a car may matter most because that's where you'll spend the majority of your time in the car.

- **Odor.** When you first open the car door, sniff the interior. A musty, moldy, or mildewy smell could indicate water leaks. Remove the floor mats and check for wet spots on the carpet. An

PHOTO, PREVIOUS SPREAD: GETTY IMAGES

acrid smell may indicate that the car was used by a smoker. Check the lighter and ashtray for evidence. Some odors, such as mold and smoke, can be very hard to get rid of.

- **Seats.** Try out all the seats, even if you probably won't sit in the rear. Upholstery shouldn't be ripped or badly worn, particularly in a car with low mileage. Try all the seat adjustments to make sure that they work properly and that you can find a good driving position.
- **Pedals.** The rubber on the brake, clutch, and gas pedals gives an indication of use. A car with low miles shouldn't show much wear. Pedal rubber that's worn through in spots–or brand new–indicates that the car has been driven a lot.
- **Instruments and controls.** Turn on the ignition switch without starting the engine. You should make sure all the warning lights–including the check-engine light–illuminate for a few seconds and go off when you start the engine. Note whether the engine is hard to start when cold and if it idles smoothly. Then try out every switch, button, and lever.

With the engine running, turn on the heater full blast to see how hot it gets, and how quickly. Switch on the A/C and make sure it quickly blows cold.

- **Sound system.** Check reception on AM, FM, and satellite radio. If the car has a CD player, try loading and ejecting a disc. Take along your smartphone or digital music player and plug it in and/or pair it via Bluetooth.
- **Roof.** Check the headliner and roof trim for stains or sags to see whether water is leaking through ill-fitting doors or windows. Check to see that the sunroof or moonroof opens and closes properly, and seals well when shut. Inspect a convertible top for tears by shining a flashlight up into it.
- **Trunk.** Use your nose as well as your eyes. Sniff and look for signs of water entry. See whether the carpeting feels wet or smells musty, and check the spare-tire well for water or rust.

UNDER THE HOOD

It's best to make these checks with the engine cool. First inspect the general condition of the engine bay. Dirt and dust are normal, but be wary if you see oil splattered about or on the pavement below. Also be on the lookout for a battery covered with corrosion, or wires and hoses hanging loose.

- **Hoses and belts.** Squeeze the various rubber hoses running to the radiator, A/C, and other parts. The rubber should be firm and supple, not rock-hard, cracked, or mushy. Feel the drive belts to determine whether they are frayed.
- **Fluids.** The owner's manual will point out where to look to check all fluid levels. Engine oil should be dark brown or black, but not gritty. If the oil is honey-colored, it was just changed. If the dipstick has water droplets on it or shows gray or foamy oil, it could indicate a cracked engine block or blown head gasket, two serious problems.

Check the automatic-transmission fluid with the engine warmed up and running. On some vehicles, the dipstick has two sets of marks for checking when the engine is either cold or warm.

Transmission fluid should be pinkish, not brown, and smell like oil, with no "burnt" odor. The dipstick shouldn't leave visible metal particles on the rag, another sign of a serious problem.

Power-steering and brake fluids should be within the safe zone.

- **Radiator.** Look into the plastic reservoir that's connected by a rubber hose to the radiator. The coolant should be greenish or orange, not a milky or rusty color. Greenish stains on the outside of the radiator are a sure sign of leaks.
- **Battery.** Some "maintenance-free" ones have a built-in charge indicator: Green usually means the battery is in good shape, and yellow or black usually means it's dying. These reveal the condition of just one cell and might not give an accurate reading on the health of the whole battery.

If the battery has filler caps, wipe off the top with a rag, then carefully pry off or unscrew the caps to look at the liquid level. A low level may mean that the battery has been working too hard. Any competent mechanic can check out the charging system and do a "load test" on the battery.

UNDER THE VEHICLE

If you can find where the vehicle is usually parked, look for marks from old puddles of oil, coolant, or transmission fluid. Clear water that drips from under the car on a hot day is probably just water condensed from the air conditioner.

- **Feel the tailpipe for residue.** If it's black and greasy, it means burnt oil. Tailpipe smudge should be dry and dark gray. Though some rust is normal, heavy rust could mean the vehicle needs a new exhaust system.

If the vehicle is high enough to slide under, you may be able to do some basic checks underneath. Spread an old blanket on the ground and look under the engine with a flashlight. If you see oil drips, oily leaks, or green or red fluid on the engine or the pavement beneath the car, it's not a good sign.

Examine the constant-velocity-joint boots, which are the round, black-rubber bellows at the ends of the axle shafts. If they are split and leaking grease, assume that the car has bad CV joints, another costly repair.

Structural components with kinks and large dents in the floor pan or fuel tank all indicate a past crash. Welding on the frame suggests that a section might have been replaced or cut out to perform repair work. Fresh undercoating may hide recent structural repairs.

- **EVs and hybrids.** Make sure the battery is fully charged before a test drive, so you can observe its projected range. For hybrids, check the in-car display to ensure that the battery is charging and discharging while you drive.

Visit Your Mechanic

Before you close the deal, have the car scrutinized by a repair shop that routinely does diagnostic work. A dealer should have no problem lending you the car to have it inspected as long

WHAT GOES WRONG AS VEHICLES AGE

Problem-rate percentages in 17 trouble areas over the past 10 years

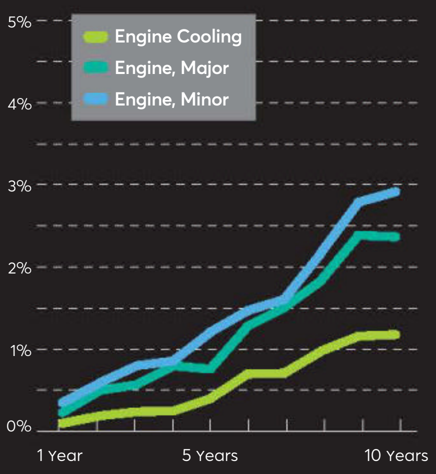
Even the best cars develop problems as they rack up miles. Parts wear, break down, and ultimately need replacement, following the natural order for any car. But components wear at different rates.

Breaking out the data from our Annual Auto Surveys, as highlighted in the charts below, reveals trends among the 17 potential trouble areas. We grouped the related issues and plotted the percentage of problem rates over time, from 1-year-old vehicles all the way up to 10-year-old ones.

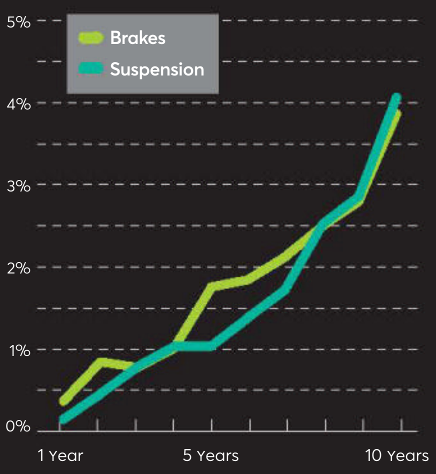
Most categories cover multiple subsystems. For example, Climate System, one of the most frequently cited problem in older models (6- to 10-year-old cars), includes the A/C compressor, automatic climate controls, blower (fan) motor, condenser, electrical failure, heater system, and refrigerant leaks.

Turn to the Vehicle Reviews, starting on page 96, to see what each trouble spot includes.

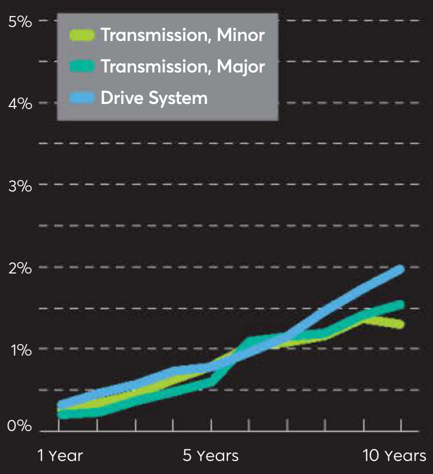
Engine



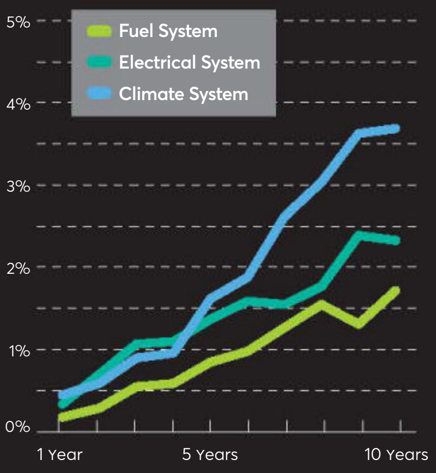
Brakes and Suspension



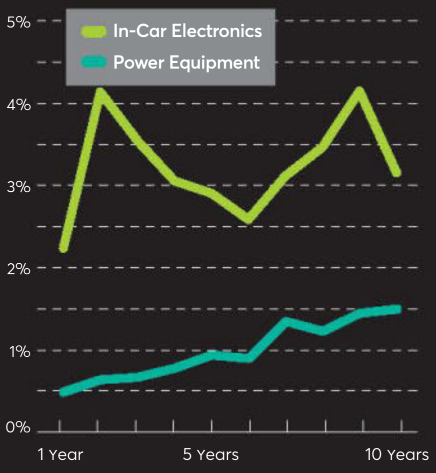
Drivetrain



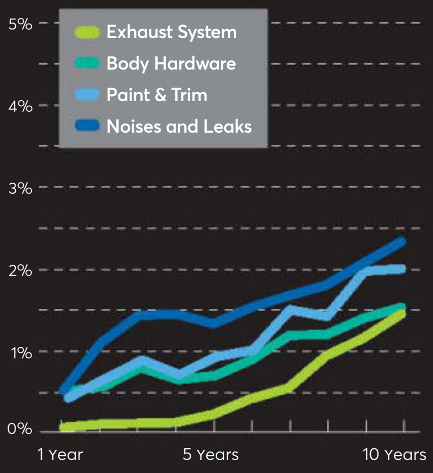
Fuel and Electrical



In-Car Amenities



Body, Paint, and Exhaust



as you leave identification. If they tell you the inspection is not necessary because the dealership has already done it, insist on having your mechanic look at it or walk away. If a private seller is reluctant to let you drive the car to a shop, offer to follow the seller there.

A thorough diagnosis should cost around $100 to $150, but check the price in advance. Ask the mechanic for a written report detailing the car's condition, noting any problems found and the cost to repair them. You can then use the report when you begin to negotiate with the seller.

If you don't know of any repair shops, you can ask for the name of a good shop at a local auto-parts store. If you can't get referrals, look for a nationwide vehicle inspection service, such as SGS (sgs.com) or Carchex (carchex.com), or at the Car Care Council (carcare.org), an organization supported by the auto aftermarket industry. Note that there are no performance criteria for shops to be listed on the site.

To check for complaints about any shops, research the companies at the Better Business Bureau's website. Members of the American Automobile Association (AAA) can use one of its recommended facilities.

If you're visiting a shop for the first time, look for certificates or window decals from AAA or the National Institute for Automotive Service Excellence (ASE). AAA-certified garages must meet certain quality standards. The ASE grants certificates to mechanics who pass exams in any of 58 areas of expertise. The institutes Blue Seal of Excellence is given to shops with at least 75 percent of it technicians having ASE certification and each area of service having at least one certified technician.

The Effective Test Drive

This is your chance to see how the vehicle performs and whether you can detect any problems with its drivetrain, steering, suspension, brakes, or other important systems.

Try to drive all of the vehicles that you're considering on the same day, so that you can compare them more easily. Take at least 30 minutes and drive over different types of road surfaces and in various driving conditions. Plan your own driving route in advance because the seller may suggest routes that hide or minimize problems.

While the dealer may insist on sending someone along with you, and a private seller will certainly want to be present, try to eliminate distractions like talking with them.

Following are some of the major things you should concentrate on during your test drive. Things that might seem insignificant now, such as the shape of the seats, could become major irritants later.

- **Ride comfort.** Is the ride soft, harsh, or somewhere in between? Does the suspension isolate you from the road, or do you feel every bump and ripple? Some suspensions feel comfortable over bumps but tend to be floaty, jouncing up and down a bit after a large bump. Look for a vehicle that feels tight and controlled over bumps, but not harsh.

Ride comfort is determined by a vehicle's suspension, tires, and even its seats, but it's certainly one attribute measured by personal preference. Sporty cars, and even some sedans, have a firm ride, a common trade-off for sharp handling characteristics.

This might not be for everyone. Some buyers who excitedly bought a sporty car regretted it later because the stiff ride seemed to accentuate every little bump in the road. To confirm your preference, drive several comparable vehicles to evaluate the differences. Be sure the ride you experience during your test drive is one you can tolerate for as long as you own the car.

- **Acceleration.** Make sure that the en-

CERTIFIED USED CARS

Are they really worth the price premium?

Dealers tout them, and buyers look for the label, but is there an advantage to a "certified pre-owned" (CPO) vehicle? Or are they just an expensive limited warranty?

A "certified" used car is one that has been vetted and deemed to be in better operating condition than its peers. In reality, that's not always the case.

Certified cars tend to cost thousands of dollars more than a typical used car—much of that upcharge is due to an included warranty or service contract. CR has historically advised against paying extra for an extended warranty.

Actuarial data shows you might be better served saving your cash to use for repairs on a noncertified car. However, that doesn't take into account the time and hassle of going to the repair shop and being without your car.

If your CPO car has a major repair covered by the warranty, you'll be thankful for it. And the dealer's inspection of a car for certification might sniff out and address recalls or items that could become big problems later.

Although CPO cars usually come with an extended warranty, dealers may push buyers toward a service contract that covers routine maintenance, which gine provides adequate acceleration when starting from a stop and that you can merge safely into highway traffic.

Acceleration depends primarily on the engine power, but it is also closely linked to the transmission. A great engine coupled with a mediocre transmission will deliver less-than-stellar performance. Conversely, a fairly small engine can appear much better in combination with a modern, well-designed manual or automatic transmission.

One of the real benefits of a test drive is to see if you like the powertrain. If so, that's great; if not, now is the time to change your selection or keep looking. During your test drives, be sure to try quick acceleration from a stop, and a rolling merge into fast freeway traffic.

■ **Braking.** Do the brakes feel responsive without being too jerky? Braking is hard to evaluate thoroughly, but you can do a basic assessment. Feel how the vehicle responds when you depress the pedal, both softly and with more force. It should stop in a straight line and be smooth, not hesitant, and it should be easy to get the right amount of stopping power without the car stopping too abruptly or not quickly enough.

■ **Steering and handling.** Does the car respond well to quick steering corrections? Does it stay on course when driving straight ahead on the highway, or does it need continual corrections? Does the car feel relaxed or too twitchy to be comfortable? And does it stay relatively composed on rough roads?

Vehicle response to quick steering maneuvers is a key factor in avoiding emergency situations, so it's important that you're comfortable with how your vehicle responds. It should be easy and controllable to maneuver along the road. The steering should not be so sensitive that it feels tense and not so slow that it takes a lot of turning to make a maneuver. You should also get good feedback through the steering wheel about what the car is doing on the road. Some steering systems feel numb and disconnected from the road.

While driving slowly, turn the wheel a little right and left to make sure there's not a big dead space in the center. Many vehicles have variable power steering, which makes them feel one way on the highway and another at slow speeds, like trying to maneuver into a tight parking space. You want the steering to feel light at parking speeds, with a firmer and more communicative feel at cruising speeds.

ALL ROAD TYPES
Do your test drive in the city and on the highway.

can get expensive as the vehicle hits major service intervals at 60,000 miles and beyond.

❯ **Be wary.** There are various degrees of certification. A used car may be advertised as certified, but it might not have the backing of an official automaker certification program. Some dealers certify cars themselves or sell third-party certifications. This type of CPO program brings certain risks. For instance, you could be stuck in a paperwork snarl when it comes time to make a warranty claim, especially if you seek work at another facility. You need to be aware of the differences, and you should ask the dealer to provide official documentation so that you know what kind of warranty you are buying. Also, not all certifications may be transferable from a previous owner to the next owner.

We recommend that you have any used vehicle—certified or not—inspected by a trusted independent mechanic, preferably one experienced in auto-body work.

Not all dealers will let you drive a car off the lot without a salesperson as a chaperone, but a trustworthy dealer should understand your interest in getting an unbiased opinion.

Most important, even a certified car isn't necessarily trouble-free. Don't assume the vehicle hasn't been wrecked, flooded, or suffered other serious damage—or even that it has been properly inspected as the certification process may promise.

Consumers have taken legal action claiming that certified inspections were not properly performed, or that certified vehicles had serious defects, some of which affected vehicle safety.

❯ **Bottom line.** We think it's fine to buy a noncertified car and bank any savings. Choose a reliable model and a vehicle that receives your mechanic's approval. If you choose a CPO, be sure to read the fine print on any warranty that is offered to determine whether the vehicle has been certified by a manufacturer, dealer, or third party.

Don't try to test a vehicle at its handling and braking limits on a public road to see how it would respond. Instead, see our road-test reports at **CR.org/cars.** We tell you how each car responded to our braking and avoidance-maneuver tests, and give individual ratings for overall braking and emergency handling.

- **Quietness.** Consider engine, wind, and road noise, as well as squeaks and rattles. Turn off the radio and drive with the windows closed so that you can hear what else is going on. Most cars suffer from some background noises. The question is whether the ambient sounds are at a level you can live with.

Engine noise has to do with a few factors. Four-cylinder engines are often the noisiest; V6 and V8 engines are far quieter. If an engine sounds coarse and loud under heavy acceleration or at highway speed, it could become more annoying later. Engines don't get quieter with age.

The transmission also plays a part. Under heavy acceleration, engine noise may be amplified by a continuously variable transmission (CVT). It doesn't indicate anything is wrong, but it could become more annoying later."

Wind noise is the next biggest annoyance, and side-view mirrors are the major culprits. Poorly designed mirrors roar and whistle, unlike better-designed ones. You should have little trouble telling which is which during your test drive.

Listen at highway speed for wind noise coming through the roof. Leaky sunroof trim or roof rails may make a whistling sound.

High-performance tires on sporty cars and off-road tires on SUVs and pickup trucks create the most tire noise. It can be annoying, but buyers who

PROTECT YOURSELF WHEN BUYING A USED CAR

7 steps to a successful used-car purchase

1 HAVE IT INSPECTED

Just because a report is clean doesn't mean the vehicle is free of problems. Some dealers that have provided "clean" reports are using them in court as a defense against charges that they knew a vehicle was a former wreck when they sold it. We also know cases of dealers altering reports that showed problems. So before buying a used car, have an independent mechanic check it for any damage.

2 TAKE A TEST DRIVE

Make note of unusual squeaks or rattles. If a car pulls to one side or tracks poorly, that might hint at previous damage. Check the backs of body panels and door-jambs for paint overspray, a signal that the car might have had bodywork. The smell of mildew or mold could indicate water damage.

3 CHECK THE TITLE

Always inspect the title document. Look for anything indicating that the vehicle had been wrecked, repurchased under a state lemon law program, flooded, or had any other problem. Verify that the odometer statement matches the number on the car's odometer.

4 GET THE VEHICLE'S HISTORY REPORT

Carfax and AutoCheck reports were the most reliable and complete. If the report isn't recent or you suspect it has missing or fabricated information, verify it with the service. Some dealers offer free reports directly from the services.

5 READ THE DISCLOSURES

The reporting companies have many disclosures explaining the limits of the information and any guarantees they're providing.

6 BE REDUNDANT

If the seller doesn't provide you with a report, check with the free or inexpensive services first. In our research, VINCheck wasn't as thorough as commercial reports, but it identified vehicles that had been deemed a total loss. Because of regulations enacted after our evaluations, National Motor Vehicle Title Information System reports, which cost a few dollars, should find vehicles sold through insurance salvage auctions, including clean-title wrecks. If reports from those sources are clean, consider also getting one from AutoCheck ($25) or Carfax ($45). Along with total-loss information, they may provide warnings about odometer tampering and non-total-loss collisions.

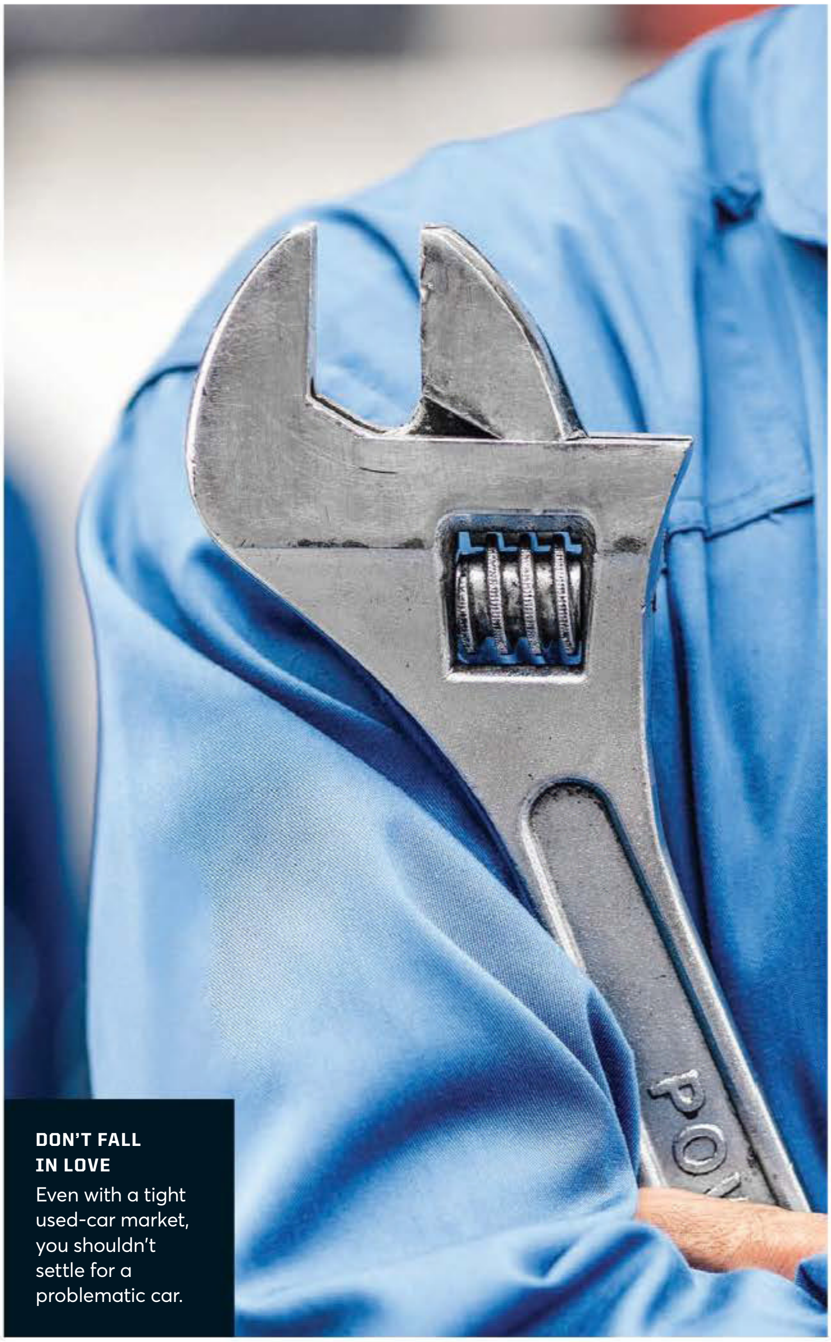
7 GET THE BUYBACK PROTECTION

To take advantage of the limited "buyback" guarantees from AutoCheck, you must register the purchase with the service within 90 days. Carfax's guarantee is valid for one year from the date of the report. Remember, even clean reports from all services don't guarantee that the vehicle doesn't have damage or other problems.

PHOTO, PREVIOUS PAGE: ADOBE STOCK. PHOTO, THIS PAGE: SHUTTERSTOCK

want those kinds of tires are usually willing to put up with the noise. The test drive is a good way to determine your tolerance level.

- **Visibility.** This takes into account a number of design factors, such as seating position, mirror effectiveness, and body design. It can vary greatly, even among similar vehicles. And don't forget to check behind you when reversing.



DON'T FALL IN LOVE
Even with a tight used-car market, you shouldn't settle for a problematic car.

PHOTO: SHUTTERSTOCK

The Problem of Salvage Vehicles

Repairing and reselling "salvage" vehicles is a very large business. About 1 million salvage vehicles are returned to the road each year, according to the National Association of Consumer Advocates (NACA), an organization of attorneys who represent consumers victimized by fraudulent or abusive business practices.

Though it is possible to restore such a vehicle to good condition, rebuilders often cut costs to make a profit. Even if they try to do a good job, no one can predict the crashworthiness and mechanical reliability of the vehicles.

Similar concerns affect the estimated 60,000 vehicles that are repurchased by manufacturers under state lemon-law programs. Many are resold at retail. Lemons usually don't have the severe problems you'd expect with salvage cars. But it can be difficult to verify that a defect has been corrected.

State laws differ on what they define as salvage vehicles and on how–or even if–those vehicles need to be inspected and buyers informed before resale. Your state DMV can explain how to spot a salvage title.

CR found that differing standards have led to interstate trafficking of salvage and lemon vehicles. Even if titles of former lemon and salvage vehicles are conspicuously branded or labeled as such, those who buy a used car from a dealership often never see the previous title.

If you've unknowingly purchased a salvage vehicle or rebuilt lemon, contact your state consumer and motor vehicle officials. You can check with NACA (naca.net), which keeps a list of lawyers who specialize in such cases.

Before you buy, check to see what protection your state offers and what's required of the seller. The Federal Trade Commission requires used-car dealers to post a "buyer's guide" on every used car, which details all warranty information. Keep this after the sale.

Used-Car History Reports

Used-car buyers are increasingly dependent on vehicle history reports to make sure that they're not getting a vehicle that was crashed, stolen, flooded, or subjected to any other calamities. Many dealerships give free history reports to consumers. Those reports provide useful information, but it's what they can miss that should worry you.

To test the veracity of history reports, in 2009 we ordered them for dozens of wrecked and damaged vehicles advertised at such websites as eBay Motors and eRepairables.com. The ads included photos showing smashed or missing body panels or other crash-related damage, along with the vehicle identification number (VIN).

Many reports returned "clean" results, sometimes from all five services: Carfax (carfax.com), AutoCheck (autocheck.com), the free VINCheck from the National Insurance Crime Bureau (nicb.org), and two services with information from the federal National Motor Vehicle Title Information System database (nmvtis.gov).

Not all the vehicles we investigated had been damaged recently. We first checked some in 2006, largely with the same results. In some cases for those vehicles, the earlier crashes were since added to the history reports, a problem if you paid top dollar for a used car based on an earlier "clean" report and now want to sell it.

We found that the reports were most likely to be incorrect for vehicles that were seriously damaged but for various reasons were not declared a total loss by an insurance company.

"Salvage," or a similar notation, on the title is required by many states for vehicles with extensive damage. Wrecks can maintain clean titles if the vehicle doesn't have collision insurance; is self-insured, as with many rental and fleet vehicles; or has damage falling below the "total-loss" threshold, which can vary by state.

Wrecked cars that still have clean titles are popular at auctions because buyers can repair the vehicles and then resell them to unsuspecting consumers. That's especially true if the wreck doesn't show up on a vehicle history report. Carfax and AutoCheck guarantee they'll buy back any vehicle a customer bought based on an erroneous report they provided. But there are gotchas.

To take advantage of the program, you'd have to prove the vehicle had a "branded" title, and the information had been on file with a state motor vehicle agency that provides data to the reporting services. Vehicles branded as "recovered stolen" or "theft" aren't covered.

Carfax guarantees are valid for one year after the report was issued, while AutoCheck's guarantee only applies if you registered the purchase within 90 days. Last, vehicles with titles that were branded less than 60 days before the history report was issued are excluded from coverage. That's because of the delay between the time a title is branded and the event is reported to the reporting services.

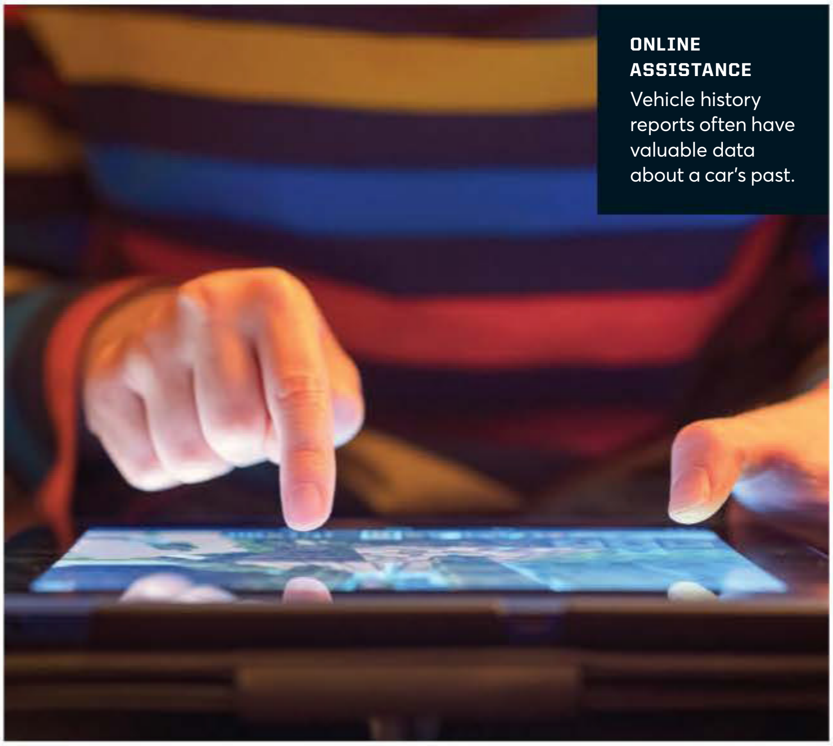
Despite the problems, we did find the reports useful. For example, for vehicles that we knew had branded titles, the services usually reliably reported the problem, especially Carfax and AutoCheck, which didn't miss any.

Moreover, there were several cases in which damaged vehicles with clean titles were flagged by Carfax and AutoCheck based on accident reports from some police departments and other agencies.

There's also a good chance that the services will know about a previously branded title, even if a clean one has since been issued. Scammers sometimes patch up wrecks and retitle them in states with less stringent rules–a process known as "title washing."

We appreciated some of the extras that come with Carfax and AutoCheck, including a list of ownership changes, periodic odometer readings, occasional maintenance records, and details about whether vehicles were ever rentals or leased. Keep in mind that we had no way of verifying the information or knowing whether anything was omitted.

And a final reason to get a report: Even if a used car or truck checks out with a mechanic, having a crash or another blemish on a history report–even if it's incorrect–can seriously reduce a vehicle's value later when you sell it.



ONLINE ASSISTANCE
Vehicle history reports often have valuable data about a car's past.

PHOTO: GETTY IMAGES

CR'S USED-CAR CHECKLIST

USE THIS FORM TO LOG KEY INFORMATION FROM YOUR USED-CAR TEST DRIVE.

VEHICLE DESCRIPTION

Year: **Make:** **Model:** **Trim Line:**

Body: ☐ Sedan ☐ Hatchback ☐ Coupe ☐ Convertible ☐ Wagon ☐ Minivan ☐ Pickup ☐ SUV

Engine: Cylinders: Displacement (liters): Odometer reading:

Color:

Upholstery Material: ☐ Cloth ☐ Leather **Vehicle Identification Number (VIN):**

Owner's Name: **Town:** **Phone Number:**

INSPECTION

EXTERIOR

☐ Shocks and struts rebound just once or twice after bouncing ☐ No play in wheel bearings

Finish: ☐ Paint smooth, not peeling or blistered ☐ No dents ☐ No scratches ☐ No rust ☐ Body panels fit well together
☐ Color and finish match ☐ No damage evident on underside of hood or trunk

Doors, Hood, Trunk Lid: ☐ Open and close smoothly ☐ Doors, hood, trunk aligned with the body ☐ Rubber seals intact

Body Condition Notes:

Lights Work: ☐ Front ☐ Rear ☐ Brake ☐ Backup ☐ Fog lights ☐ License plate light(s) ☐ Lenses intact

Tires: ☐ Same brand on all ☐ Wear even ☐ Rims not dented or rusted ☐ Tread depth okay (use quarter test) Tire size:

Glass: ☐ No chips or cracks

INTERIOR AND INSTRUMENT PANEL

☐ No musty smell ☐ Carpets okay ☐ Floor mats present ☐ Carpet/under mats dry ☐ Wear on pedal rubber agrees with odometer
☐ Upholstery in good shape ☐ Seats in good shape ☐ Seat belts work ☐ Driving position comfortable

Controls Work: ☐ Headlights ☐ Turn signals ☐ Horn ☐ Windshield wiper/washer ☐ Climate system ☐ Air conditioner
☐ Seat heater ☐ Dome/map/panel lights ☐ Window switches ☐ Seat adjustments ☐ Power seat(s) ☐ Sunroof ☐ Power locks
☐ Power mirrors ☐ Key-fob remote ☐ Sound system: ☐ AM ☐ FM ☐ Tape ☐ CD ☐ USB/Aux input

Interior Notes:

TRUNK

☐ Spare tire okay ☐ Full-sized spare ☐ Limited-service spare ☐ Jack and all tools present ☐ No moisture or rust in trunk or spare-tire well

General Condition:

ENGINE COMPARTMENT

☐ Wiring-harness plastic armor flexible ☐ Wiring connectors neat ☐ No aftermarket wiring ☐ Rubber hoses supple

Fluids: ☐ Oil okay ☐ Transmission fluid okay ☐ Power-steering fluid okay ☐ Brake fluid okay ☐ Radiator coolant greenish okay
☐ Battery liquid/color of "eye" okay ☐ Automatic transmission fluid okay (check with engine running) ☐ Windshield washer fluid okay

UNDERNEATH

☐ No drips beneath car ☐ Constant-velocity boots intact ☐ Tailpipe residue gray, not black or oily ☐ Pipes, muffler, and catalytic converter okay

Notes From Mechanic's Inspection:

GET YOUR CAR FIXED (ALMOST) FOR FREE

You have to know about these 'secret warranties' in order to benefit

Nothing's more frustrating to a car owner than a vehicle whose paint starts peeling or whose roof is leaking just a few years after leaving the dealer's lot. Having to make expensive, post-warranty repairs sends a signal to consumers that says: You're getting ripped off.

Fortunately, you can often save hundreds, or even thousands, of dollars in repair bills by taking advantage of special, unadvertised automaker programs that provide free or discounted service work. Though manufacturers often call these programs "service actions" or "customer-satisfaction campaigns," many people refer to them as secret or hidden warranties because they're rarely announced to the public.

Here are two examples: Owners of Audis from 2010 to 2023 who are having problems with a musty smell from the heating and ventilation system can have a treatment performed on their vehicle. Similarly, there is a service bulletin that says owners of some Nissan Altimas, Maximas, Muranos, Pathfinders, Rogues, and Titans from 2013 to 2020 who find the remote engine start feature not working can have the system inspected and reset by their dealer.

These so-called secret warranties usually come about when automakers discover that some component or system in a given model is failing at a greater rate than expected. They learn about the problems from numerous sources, including complaints to their customer service departments and reports from dealers.

Other tip-offs are an unusual number of warranty claims for a specific problem

PHOTO: ADOBE ESTOCK

or a rapid decline in spare-parts inventories.

Programs that offer subsidized or free repairs are usually presented as a "warranty extension," because they last for a specified time and mileage. Occasionally, they're good for a limited number of years from the original purchase date but have no mileage limit.

They're often enacted in the name of good customer service. Sometimes, though, a free-repair program is instituted as part of the settlement of a class-action lawsuit brought by consumers.

At any given time, you'll find one or two of these out-of-warranty service actions from many manufacturers.

So just how "secret" are these secret warranties? Often, when an automaker initiates a service campaign, it sends a notification letter to all known owners. But second or third owners of that car might not receive it. Even among those who do receive the communications, the letter may be mislaid or mistakenly thrown away. In other cases, though, there is no advance notice, and car owners find out about it only if a dealer tells them about the service campaign or they discover it by doing their own research.

All the warranty extensions we've found are included in technical service bulletins (TSBs) that automakers send to their dealers' service departments. TSBs usually describe a common problem the automaker has learned about and provide detailed instructions on how the service technician should fix it.

Most issues covered by a TSB cannot be fixed free of charge. However, a small number of TSBs also contain information about special warranties related to the problem or other remedies the carmaker is offering to owners.

If your car develops a notable problem that's not connected to wear and tear or collision damage, it might be worth checking whether there's a TSB related to it.

Even if no warranty extension is offered, a TSB tells you that the problem is well-known to the automaker, which could give you more leverage in negotiating a discount on the repair.

THE PROBLEM WITH KEEPING WARRANTIES SECRET

It's easy to understand why carmakers aren't in a hurry to broadcast the existence of a free fix. Usually, only a small percentage of a given model's production run will exhibit the problem. Carmakers don't want tens of thousands of customers who don't have the problem showing up at dealerships, demanding the free repair "just in case."

But the hush-hush approach has several downsides:

- Once the basic warranty has expired, car owners often go to an independent repair shop rather than to the dealer. In that case, they may end up paying for an expensive repair that could have been done free.
- Owners may never learn that their problem is a common one that's recognized by the automaker, which could be a key to getting a break on repair costs.
- TSBs can hint at a safety problem that the automaker doesn't want to recognize.

That was the case with the faulty ignition switches on Chevrolet Cobalts and other models that General Motors recalled in 2014. General Motors had sent its dealers TSBs about those cars' flimsy switches as early as 2005, but it apparently didn't consider that a noteworthy safety problem at the time. Only after GM was successfully sued did the magnitude of the safety ramifications come to light.

Similarly, Toyota dealers received two service bulletins we know of regarding faulty brakes on the 2007 to 2011 Toyota Camry Hybrid. Toyota notified owners of free repairs, offering a fairly generous warranty extension on some brake components.

It's also important to be aware that your car can be repaired free as part of a recall. Unlike a TSB or a service campaign, official safety recalls are comprehensive, widely publicized, and good for the life of the vehicle.

Despite that, the National Highway Traffic Safety Administration estimates that only about 75 percent of the vehicles recalled for a safety defect ever get the repair done. Carfax calculates that about 52 million cars on the road have unfulfilled recalls.

It's easy to find out whether your car has an open recall. Check the automaker's website or go to nhtsa.gov, and have your VIN handy. You can also contact the service department of any franchised dealer, give them your car's VIN, and ask that they check for any recalls.

SECRET FIX
Owners can check NHTSA's website for TSBs.

PHOTO: SHUTTERSTOCK

WHERE TO LEARN MORE

Technical service bulletins used to be hard for consumers to come by, but you can now get them free at nhtsa.gov, the government's auto-safety website. Enter your car's make, model, and year in the Owner section and click on the Service Bulletins tab. The TSBs will appear in the search results as manufacturer communications.

You can sort these communications by type of problem and find the repair instructions that manufacturers send to dealers. Note that the coverage period for older TSBs may have expired and that some TSBs released before 2012 aren't available.

A dealership or repair shop can also look up available TSBs using the vehicle's VIN. They will be able to tell you whether there are any active TSBs that are applicable to your vehicle and whether or not you would be charged to have the repair made.

You can find more information about auto repairs and maintenance on CR's website at **CR.org/carrepair**.

Also, go to **CR.org/carsafety** to check whether there are any open recalls on your car. You'll find plain-English interpretations of the recall prepared by certified mechanics.

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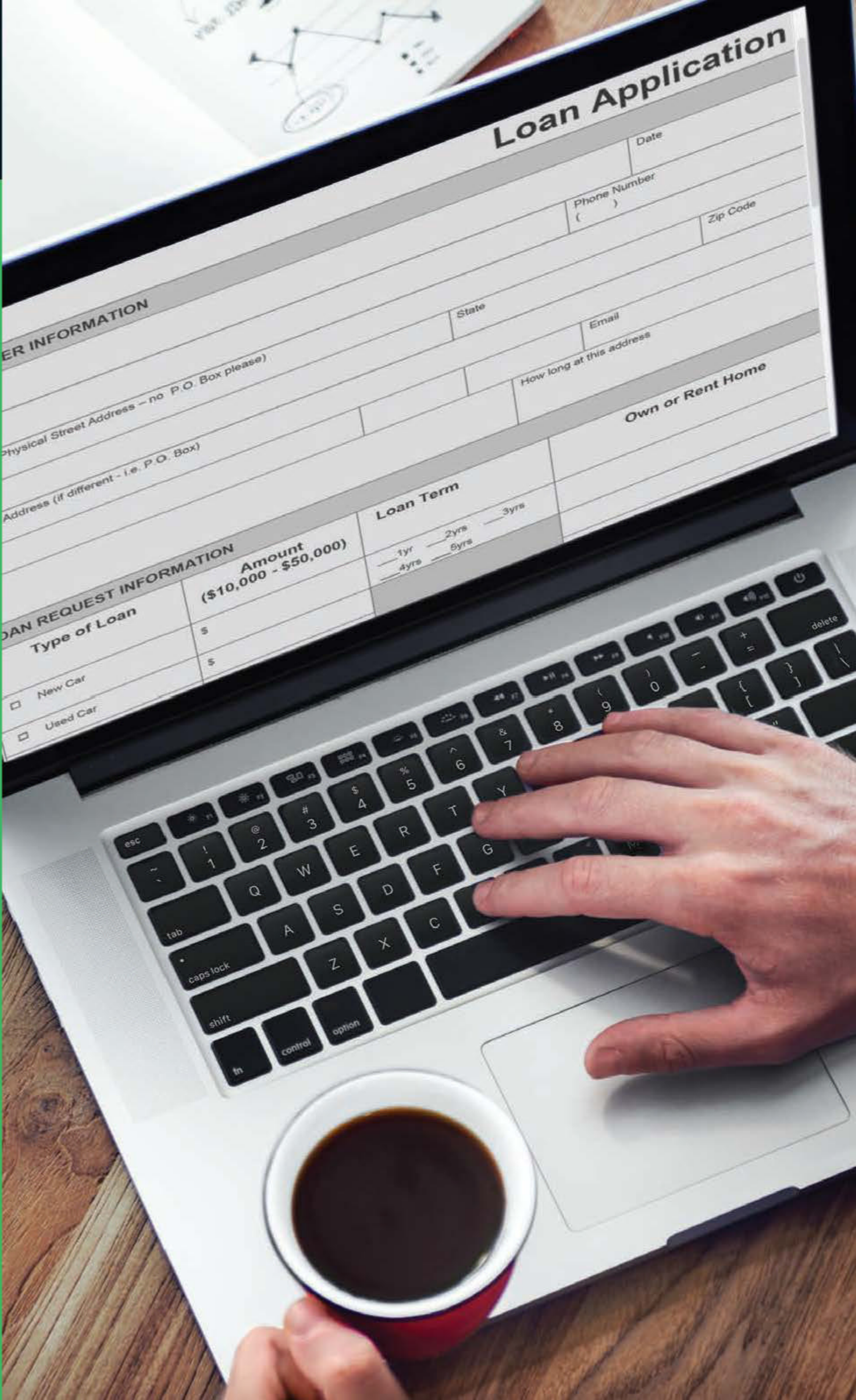
Loan Application
Date
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Physical Street Address – no P.O. Box please)
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How long at this address
Own or Rent Home
Address (if different - i.e. P.O. Box)
Loan Term
1yr
2yrs
3yrs
4yrs
5yrs
AN REQUEST INFORMATION
Amount ($10,000 - $50,000)
Type of Loan
New Car
Used Car

HOW TO GET THE BEST DEAL

Compared with that first drive home in your new ride, securing a loan and going through the sales process are probably the least exciting parts of getting a car. But you stand to lose a lot of money if you ignore things such as negotiating the price or what the interest rate and the loan term are. We'll walk you through the process so you don't get taken advantage of when shopping for a loan and closing the deal.

Watch Your Total Cost

With interest rates as high as they are, it's critical that you comparison shop for your next used car loan. Getting preapproved will allow you to jump on a good deal without any lingering red tape to delay the process.

Ultimately, you want to balance a loan's total cost with an affordable monthly payment. But if you simply concentrate on the payment, you'll increase the chances of ending up with a bad deal. When comparing loans, focus on the annual percentage rate (APR) figure. A lower one can produce significant long-term savings. For example, a three-year $15,000 loan with a 10 percent APR would save you $1,240 overall, compared with a loan at 5 percent. Over a longer-term loan, this hidden cost would multiply.

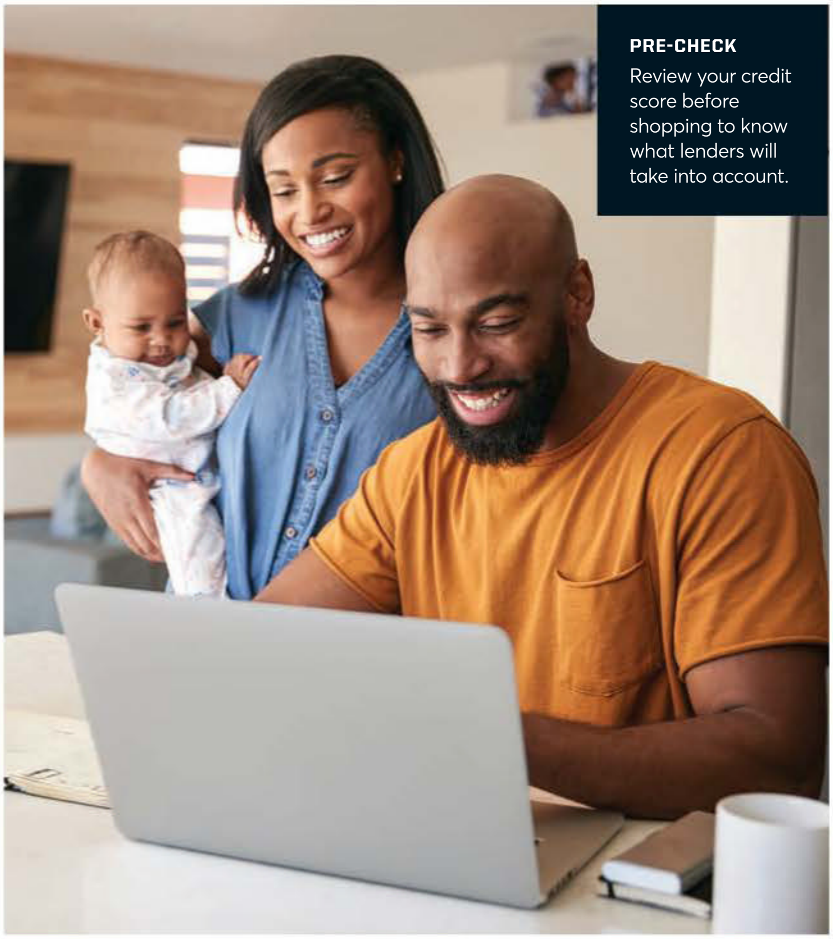
Another key consideration is that the loan's duration can significantly affect your monthly payment and the total cost of your financing. A shorter term means higher monthly payments but less money paid overall.

For example, if you borrow $15,000 at a 6.34 percent APR for 36 months, your monthly payment would be $459 and the total interest will be $1,511. The same loan over 60 months would lower the monthly payment to $292—$167 less per month—but would increase the interest by $1,031, to a total of $2,542.

Dealers often advertise low monthly payments by extending loan terms to as long as seven years. These loans often have higher interest rates and can leave buyers still paying for a car that's more than a decade old, requires costly repairs, and is worth very little. Plus, these loans often lengthen the time before you begin building equity in the vehicle. With a 60-month loan, it may take 18 months or more of paying before the car is worth more than you owe.

So if you want to trade in or sell the car early, the price you'll get won't cover what you still owe. This is called being "upside down" or "underwater." If the car is stolen or destroyed, your insurance payout won't be enough to pay off the balance of your loan. Of course, this depends on how quickly a model depreciates, but it's important to keep in mind with long-term loans.

To prevent this problem, ask for a shorter loan and make a significant down payment. When financing a car, we recommend having a trade-in or down payment worth at least 20 percent of the total cost of the vehicle.



PRE-CHECK
Review your credit score before shopping to know what lenders will take into account.

PHOTO: SHUTTERSTOCK

Understand Your Credit Score

The three big credit-reporting agencies (also called credit bureaus) that monitor consumers' credit information are Equifax, Experian, and TransUnion. They track your past and present borrowing and generate a three-digit score that's supposed to summarize your creditworthiness.

Before you apply for a loan, it's wise to check your credit to find out where you'll stand in the eyes of potential lenders. After all, you'll need good enough credit to qualify for the cheapest, lowest-interest auto loans.

According to Experian, 56 percent of used-car auto loans in the fourth quarter of 2022 were granted to people with "Prime" or better credit standing, with nearly 13 percent of borrowers were in the highest category, called "Super Prime" in Experian's parlance.

You're legally entitled to one free report from each of the major credit bureaus every 12 months. But through the end of 2023, those agencies will allow consumers to access their reports weekly because of the COVID-19 pandemic. Order your reports at annualcreditreport.com, and review them online. Check them for errors, and challenge any mistakes you find.

A report isn't the same as a credit score, which is often offered free by banks, credit cards, and credit unions.

If you've ever had a bank loan, installment loan, or credit card, information regarding your account will appear on your reports. Among other factors, credit bureaus track your total available credit, current debt, and how much of your available credit you're using. You may also find negative information: late payments, missed payments, judgments, write-offs, and bankruptcies.

Your scores will certainly differ, at least a little, from one agency to another. Each may gather information from a slightly different list of creditors, and they use different algorithms to turn your credit activity into a score.

■ **Many scores but little control.** Credit scores are often generically called FICO scores. That's because a firm called the Fair Isaac Company developed the most widely used scoring algorithms, software it sells to credit-reporting agencies and lenders. Fair Isaac refines its FICO software much like programmers trot out successive generations of apps. Those algorithms are also tweaked for different lenders for different purposes.

That means there are many versions of FICO scores in circulation, used by mortgage companies, credit card issuers, auto lenders, and others. Depending on who is pulling a score on you, your credit history may generate more than 60 different scores. You should realize, too, that your credit score fluctuates throughout the year as various loan balances change, you apply for new credit, or you close existing accounts. Those are good reasons not to obsess too much on the scoring number and on modest differences you may see among the different scores you might obtain.

The free credit score is called the PLUS score. It has some finishing touches incorporated by the agencies. The score differs from agency to agency because the credit bureaus might not gather the same information about you. And you might see scores that use different scales: 300 to 900, 300 to 850, or something similar.

AVOID THE BUMP

Verify Your Interest Rate

One way that dealerships make additional money on used cars is through an auto-financing practice called "interest-rate bumping."

Here's how it works: After reviewing your credit history and score, the finance company or bank used by the dealership determines you're eligible for a loan rate of, say, 6 percent per year. But the dealership can bump up the rate and keep the additional money for itself, and it doesn't have to tell you that a lower rate is possible.

This practice, also called a markup, is allowed by finance companies, and it provides an incentive to the dealer for this additional profit. On an $18,000 five-year loan, an increase of 3 percentage points would take an additional $1,560 out of your pocket and give it to the dealer. This is one way dealers make up for negotiating a low price on a car. Studies show that dealerships are more likely to mark up rates for nonwhite buyers even if they have higher credit scores than white buyers.

A former salesman told us that if a customer questioned the rate, he would say: "I'm really sorry. It's not up to us; it's up to the bank." Prevent this by shopping for a loan at banks and credit unions before you go to a dealership so that you can compare rates.

What they're not is the exact score that any given lender may be using to judge your loan application. Lenders buy scoring software from FICO and other providers. They have no obligation to show you the score they're using to judge your creditworthiness.

■ **Scoring tiers.** Experian says credit score tiers are broken down as follows: Super Prime (781-850); Prime (661-780); Nonprime (601-660); Subprime (501-600); and Deep Subprime (300-500).

Different providers may put the cut-off points between categories at different places. For instance, a score of 680 might be considered Prime in one system and Nonprime in another.

But lenders can put the cut-off points wherever they want according to their own business needs. For the financing division of an auto lender, the amount of your down payment can significantly change the tier it puts you in.

And the tier you land in can make a huge difference in the APR you pay. In 2022, people in the highest tier were paying less than 4 percent on used-car loans. Subprime borrowers were paying, on average, more than 15 percent.

According to Experian, in the fourth quarter of 2022 just over 22 percent of borrowers had Subprime and Deep Subprime scores. Loans in those categories often come with extra fees.

"The sad reality is that if you're a subprime buyer, you're going to pay more interest than someone with a good credit score," says Matt Degen, an editor at Kelley Blue Book, the automotive research company.

Lenders also make decisions on whether to approve a loan, how much to lend you, and at what interest rate based solely on their needs. And they may consider all sorts of factors—like your income and work history—that credit bureaus don't track.

You could have perfectly good credit, but a lender might be looking to make more subprime loans.

PHOTO, PREVIOUS SPREAD: ADOBE STOCK

Applying for loans can lower your credit score, so be careful how many times you do so in a short period of time, and only apply when you're ready to buy a car. Getting turned down for a loan doesn't hurt your score.

- **Lenders' "secret" scores.** When they make various kinds of loans, such as auto loans or home mortgages, they often use scoring models adapted for the purpose, which produce different scores from those you obtain yourself from credit bureaus.

In the auto loan area there are, for instance, scoring models called "auto enhanced" or "auto industry" variants. They're based on formulas that give more weight to your past behavior regarding auto financing.

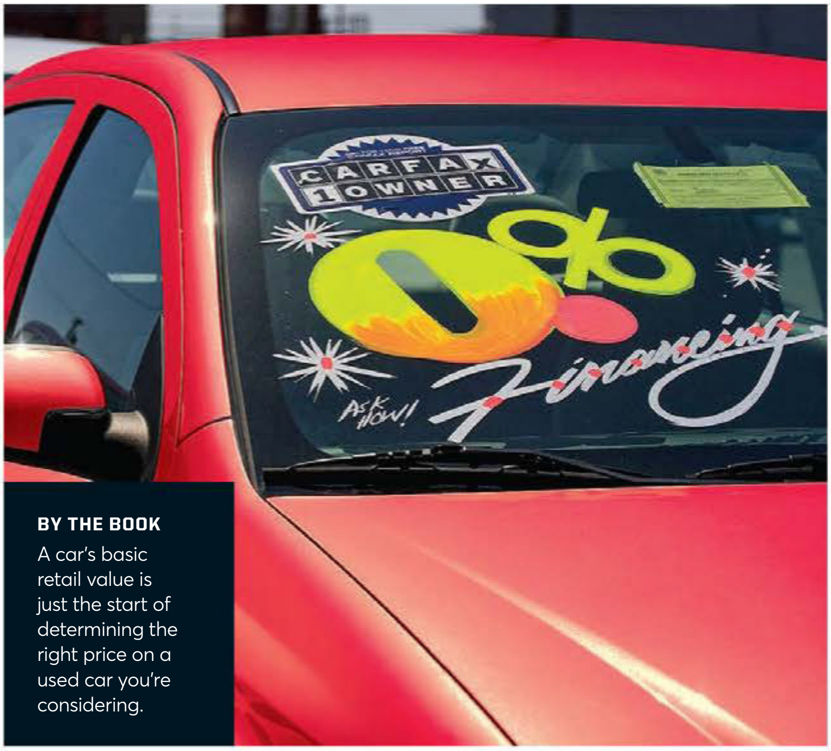
If you've made late payments or defaulted on a car loan, it will ding your "auto" score more than otherwise. If you've been really good with auto payments, your score could be higher than the one used by a credit card issuer. An auto lender might not care that you're chronically late with your Visa payment as long as you pay your car loan on time every time.

What's vexing to many consumers, however, is that they have no legal right to see that "auto adjusted" loan score free of charge. That puts them at a disadvantage. If the score is wildly different from a regular FICO score, they can't learn why or do anything about it.

If you've had a positive auto loan history, it's probably safe to assume that your auto loan score will reflect it. The reverse is also true. If you discover that your credit bureau report shows negative information about your prior auto loan performance that isn't true, you should contest that information, both with the credit bureau and with the creditor that's bad-mouthing you.

Financing Alternatives

Financing through a bank or a dealer is how a majority of people pay for vehicles, but it's not the only way. While conventional borrowing may be the most advantageous in the long run, there are some other payment options.



BY THE BOOK
A car's basic retail value is just the start of determining the right price on a used car you're considering.

PHOTO: GETTY IMAGES

- **Paying cash.** Although it might seem tempting to avoid a loan altogether, there are some downsides. The first is called "opportunity cost." That's the interest or dividends you'll give up on the money you part with, and the opportunity to do something else with it.

This is less of a concern now, as interest rates have been rising as the Federal Reserve Bank tries to address inflation. The average used car loan rates have risen to nearly 6 percent even for borrowers with the best credit, and few investments offer a reliable return higher than that.

As always, weigh the total cost of the loan—the sum of all the payments, including taxes and fees—vs. what your capital would be worth if you left it alone. In the case of a subsidized low-interest loan, you'll want to be careful that cheap financing doesn't mean you can't bargain the price down from the sticker price in order to qualify. You may also find that the savings are minimal compared with the aggravation of monthly payments.

In addition, in today's hot car market, dealers may be less willing to negotiate a good deal if they can't make some money off the financing. You may get a lower price overall if you finance through the dealership. Just be sure to compare rates first.

- **Home equity.** Mortgage lenders have for many years been willing to make additional loans secured by the equity in your home, either as a single sum, a home equity loan, or a home equity line of credit (HELOC), essentially an open-ended line of credit that you can draw on when you want to.

But changes to the tax code have made it less attractive to use a home's equity to finance a vehicle. Borrowers can no longer deduct interest from a home equity loan if it's used for purposes outside of buying, building, or substantially improving a home, such as purchasing a car. HELOCs may also have variable rates that can increase monthly payments as rates rise.

But the biggest danger with either

option is the risk to your home. With a conventional auto loan, the vehicle itself is the collateral. But with a home equity loan or HELOC, the collateral is your home. If something happens and you can't make the payments, it could be in jeopardy. That's a big risk to take for an auto loan.

- **401(k) loans and credit cards.** While it's possible to borrow money from your 401(k), there are significant downsides. The first is the lost earnings on the capital you withdraw. The repayment, generally limited to five years or less, comes straight out of your paycheck, which may tempt you to reduce your regular 401(k) contribution. If you lose your job or change plans, you may have to repay the balance in full within 60 days. If you don't repay the loan at all, you face taxes and early withdrawal penalties.

While you can purchase a vehicle, at least in part, with a credit card draft or cash advance, this is a bad idea. Cash advances often have additional fees and high interest rates.

Even if you receive an offer with low introductory rates, the rates can climb significantly when it expires. If you're late on a single payment, it could rise higher still. A loan like that is possibly the worst way to finance a car.

If you do use a credit card to make a down payment in order to earn cash back or airline miles, make sure you have enough money on hand and pay it off immediately, or you could be on the hook for a big chunk of interest.

Where to Buy a Car

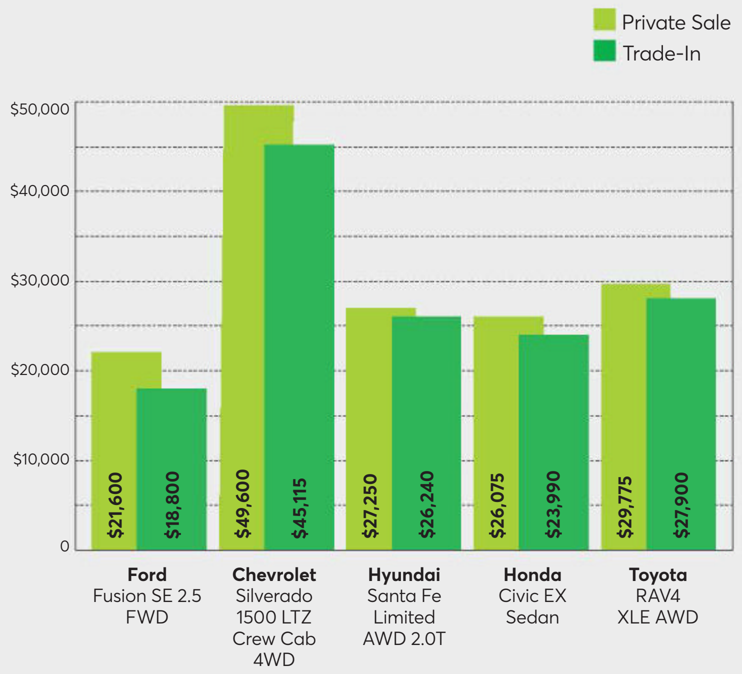
Prices can vary substantially depending on mileage, condition, options, the geographic location of the car, and whether you buy it from a large dealer, a small used-car lot, or a private owner.

Once you've decided which models interest you most, the best strategy is to cast a wide net into the used-car market and focus on those models that give you the best combination of features, quality, and price.

There's a far wider range of outlets for a used vehicle than a new one, and both price and vehicle quality can vary.

COMPARING TRADE-IN PRICING VS. A PRIVATE SALE

To show the difference between what a dealer will pay you when trading in your car and what you could sell it for on your own, we collected national average price data from several 3-year-old models with 36,000 miles.



SOURCE: Black Book

Here, we'll discuss the pros and cons of shopping at different outlets, from traditional dealerships to websites. We'll also show you how to assess a vehicle's true value so that you don't end up overpaying. And when you're ready to buy, we'll give you advice on how to negotiate the asking price so that you can get the best deal possible.

- **New-car dealers.** Nearly all franchised dealers have a used-car department, which tends to feature late-model vehicles (2 or 3 years old) that often carry the remainder of the original warranty or are certified pre-owned with an extended warranty. Many dealers won't bother with cars more than 4 or 5 years old, or ones that are difficult to sell, so their stock is fairly up to date.
- **Auto superstores.** These are dealerships with huge lots and scores of cars to sell. They have numerous brands, making it easy to compare cars. CarMax is a large chain that sells used cars at no-haggle prices. Services like Carvana and Vroom are similar, but they put the whole process online and can deliver vehicles directly to buyers, who never have to go to a dealer. Delivery services often swap a limited-time offer of a

money-back guarantee for the opportunity to test-drive and inspect a vehicle.

- **Independent used-car dealers.** These handle any make, and the vehicles can run the gamut from the almost-new to the junker-in-waiting. Some dealers specialize in late-model cars and are affiliated with new-car franchises. If the dealership has been around for a long time and has a good reputation locally, that's a good sign.

Many used-car dealerships can arrange financing for you. Some of these loans are handled by traditional banks and lenders, but other independent dealers may specialize in working with customers with a shaky credit history. Such financing may carry a very high interest rate, extra fees, or stiff penalties. Be careful. Whether the financing is easy to arrange or not, don't sign something you don't understand or buy a car you know you can't afford even if you're approved for a loan.

- **Independent mechanics.** Some mechanics have a sideline business selling used cars. They may not have many cars to sell, but prices are often better than those you'll find at a dealership. An added benefit is that the station may have serviced the car throughout its life, giving its mechanics knowledge of its repair history. Still, take it elsewhere to get an impartial inspection.
- **Private owners.** You can usually get the best price if you buy a car from its previous owner. A private party doesn't have to cover the overhead of a business and frequently just wants to get rid of the vehicle. But an owner may not be aware of trouble signs that a dealership or service station would recognize. And you'll have to have financing in place before you buy.

Sometimes "private sellers" fix up and sell vehicles they never owned, which may be rebuilt or have salvage titles (see page 55). Beware of sellers who seem unaware of a vehicle's history or someone who's selling it for a "friend." Always have a vehicle thoroughly inspected by an independent mechanic.

- **Shopping online.** The internet provides an easy way to find out prices for various models for sale in your area from a variety of sources, including dealers, superstores, and private owners. You may find that many offerings are inconveniently far from home, or that listings are erroneous or incomplete. In today's market, you may have to travel farther than you hoped.

You'll be asked to fill in the make and model that you're interested in and your price range. You'll get a list of vehicles that fit your criteria, along with a way to contact the seller. Because many sellers are car dealerships, most sites provide direct links to the dealership websites. Many services also let you place an ad for selling your old car.

Two companies have employed a fully online experience: Carvana and Vroom. They've replaced the traditional dealership experience by letting the buyer do everything from a computer. Users can sell their own vehicle to them if they want to, or just buy a used car. Like a traditional dealership, Carvana and Vroom can set up financing, and all paperwork is handled

WHERE TO SHOP FOR A CAR LOAN

The auto-finance business is enormous, with hundreds of institutions making hundreds of billions of dollars' worth of car loans every year. The largest lenders are big national banks like Ally Bank, Capital One, and Chase. Other big players are the "captive" finance companies belonging to automakers, such as Ford Credit and Toyota Financial Services.

Some of the best deals come from those captives, especially when the automaker itself is subsidizing the loans. Other lenders include credit unions, local banks, and finance companies. Consumer finance companies aren't banks—they don't take deposits—and many of them specialize in making high-interest-rate subprime loans. Big names there include Westlake Financial, Credit Acceptance Corp., and Santander, an international bank that also has a large consumer-finance division in the U.S.

Discrimination in auto lending is nothing new. An academic report updated in March 2021 found that Black and Hispanic borrowers were 1.5 percent less likely to be approved for a loan, and that they paid an average of 0.7 percent higher interest rates, regardless of their credit. The study also found that while bank loans were much less likely to be discriminatory, more than 80,000 Black and Hispanic borrowers were denied loans they would have been approved for had they been white.

Here's a rundown on the types of lending institutions:

› **Banks** often have conservative loan policies, and some cater only to those borrowers with a better credit standing. These institutions are in a position to offer some very competitive loan rates. Bank offerings vary tremendously, and some make more loans to people with marginal credit than others.

Since you probably have a relationship with at least one bank already, your local branch might be a good place to start. While you can check a bank's current loan rates online, stop by a branch office if you decide to apply for a loan. It's a good way to control where your information goes, and you might walk out the door with a pretty good offer.

› **Credit unions** operate like banks but are usually nonprofits owned by their depositors, with lower operating costs than banks. That lets them lend money at lower rates. Many, but not all, credit unions lend money only

PHOTO: GETTY IMAGES

electronically. At the end of the deal, the car is delivered to the buyer.

Both services give buyers seven days to return vehicles, though they have different mileage limitations.

Facebook Marketplace and Craigslist are good places to find cars, especially older or high-mileage vehicles.

Online auctions are another route. The auction system is a little different from a standard price negotiation. On eBay, once you enter a bid it's like signing a contract to buy. If there's a reserve, it must be met or the auction will expire without a transaction. Though an auction gives you an opportunity to snap up a bargain, it also means you've committed to the deal, unless it turns out that the seller has made some serious misrepresentations. You can arrange to have the vehicle inspected through a paid service on the site.

Federal, state, and local government agencies use online auction sites to dispose of surplus vehicles. They're usually well maintained but often lack desirable options. Rental car companies also use auction sites to sell older models from their fleets, in addition to their own dedicated used-car sites.

Problems we've noticed with used-car websites include scam ads meant to trick you into giving out personal information or money for a deal that's "too good to be true." Some sellers are slow to update their offerings as inventories change, making it hard to find available common models. That's especially true in today's red-hot market. Always make sure that the vehicle you're looking for is still available before going to a dealership or meeting with a private seller.

No matter how much of the transaction you conduct by phone or email, it's important to inspect the vehicle in person and take it for a test drive before you buy. Also, make sure that the seller of the car has possession of the title, or you may end up having trouble registering, insuring, and driving it. (See Chapter 3 for details.)

PUT AWAY THE PLASTIC

Using a credit card cash advance to finance a car purchase is a terrible idea. That's because issuers can add hidden fees, and interest rates can climb significantly.

What's It Really Worth?

Whether you're buying from a dealership or a private party, it's important to know a vehicle's current cash value. This depends on many factors, including the vehicle's age, mileage, condition,

to their members. But it can be easy to join a credit union, and some make loans to people who don't have deposit accounts with them. Credit.com maintains links to several credit unions that make loans to the general public.

› **Online lenders** can be competitive and very convenient to use. Sites such as Ally, E-Loan, and LendingTree farm out your request to numerous lenders, netting you several offers. Individual lenders like Capital One and Wells Fargo also have online loan operations.

Online financing has a downside, however. It may be difficult to control where the information you provide about yourself goes, and you may be bombarded with email and phone calls from lenders you never heard of or contacted in the first place.

If you do make an online application, look out for up-front fees you may have to pay. And avoid loans with prepayment penalties that make it hard to refinance in the future. Check each website's privacy policy before providing personal information.

› **Dealerships** arrange loans from automakers but also work with banks and other independent sources. One benefit to working through a dealer is convenience. But the rates they quote often include a markup for the dealership. **BEWARE:** Some dealers advertise that they work with buyers who have poor credit, but they charge a higher APR. Many "buy here, pay here" lots will add on extra fees or extend loans as long as eight years, and may not help you build credit by reporting your on-time payments to credit bureaus.

trim level, optional equipment, and even where it's being sold. All used cars have two prices: retail and wholesale.

- **Retail price.** This is what you would expect to pay if you were buying a car at a dealership. Retail is also considerably higher than the price you'll receive for your trade-in because it includes a profit margin for the dealership.
- **Wholesale price.** This is essentially a car's trade-in value to a dealer, who will likely sell it to someone else for profit. The trade-in price is much lower than the retail price, and it's unlikely you could buy a used car for this price. It's a figure you should know if you're deciding whether to trade in your vehicle or sell it yourself.

Private sellers will usually price their vehicle in between the retail and wholesale figures.

In the wholesale end of the business, a car can actually command several prices. One is what the dealer offers a customer as a trade-in. Then there's a dealer-to-dealer price, when one dealer sells that car to another. If the car goes to a wholesale auction, which is only open to car dealers, then there's an auction price. At every step, middle-men take a markup and the car acquires a new "value."

- **Find the book value.** The first step in assessing a used vehicle's true worth is to check its book value. This is the figure you'll find in pricing guides and used-car websites, which list a vehicle's base retail value. To get a more accurate figure, you must factor in any options, as well as mileage and condition. Most websites let you do this online, then give you adjusted figures.

Check CR.org; we have used-vehicle prices for every model. You can also check Kelley Blue Book (kbb.com), the National Automobile Dealers Association (nadaguides.com), and VMR (vmrintl.com). Checking several sources will give you more pricing information when you begin haggling with potential buyers.

- **What are sellers asking?** Though printed pricing guides and online estimates can give you a general idea, you can often get a better fix on a vehicle's worth by localizing your search by checking online ads from private parties as well as dealer ads. Keep in mind that sometimes it's difficult to sort out the private sellers from the dealer ads. Look for vehicles similar to your target in terms of model year, mileage, trim level, options, and condition.

You can also check online used-car sites, which let you search your general area and instantly get a listing of nearby cars for sale and their prices. Prices in other regions may vary from those near you. Knowing what other sellers of similar vehicles are asking for can provide ammunition for you to bid lower on the car you want. Keep in mind that listed prices are the asking prices, not what people are paying.

THE VITAL STATISTIC

72

Percentage of used-car loans with a payback term longer than five years.

SOURCE: Experian, State of Automotive Finance Market, Q3 2022.

Many sites—including Autotrader and CarGurus—will tell you if a car is priced well or too high. And you can check closed auctions to see final prices.

Negotiate Effectively

The first rule of buying a car is not to fall in love with any specific one. Cars are commodities, not people. The used-car market is huge, and there's more than one model that should fit your needs.

But the pandemic has turned the used-car market on its head. Finding a car can be challenging, but resist the urge to throw caution to the wind because you have your heart set on a specific model.

While it used to be common for dealers to make room for negotiation into the prices of used cars, no-haggle superstores and the transparency of internet sales means there's less room to haggle a price down. And the scarcity of cars means sellers don't have to negotiate.

Still, never negotiate under pressure. Salespeople may assure you they won't pressure you but then do it in a subtle way, like by claiming that someone else is interested in the same car. Even if it's true, don't feel like you have to make a deal or put down a deposit immediately; there are always other cars out there.

If you're buying at a dealership, negotiate one thing at a time. First settle on the price for the vehicle you want, then discuss your trade-in and financing separately. Salespeople often try to lump the whole process together, which gives them too much leeway to give you a "good deal" in one area while making up for it in another.

Although used-car prices are rising faster than new-car prices, the spike is a double-edged sword. Dealers are trying to snap up as many used cars as they can to satisfy customer demand, and that means you can get top dollar if you're looking to sell or trade in.

Be sure to check the dealer's math, because you don't want to overpay.

Based on your homework, you should know how much you're willing to pay. Begin with an offer that's 15 percent lower than this figure. If you must move up your offer, do it in small increments. Make it clear when you reach your last offer, and stick to it. If the seller won't budge, be prepared to walk away.

You should make a deal only when the time is right. If it's now, you can leverage your trade-in to get the best deal possible. If you wait, know that pricing is hard to predict, especially as aftershocks from the pandemic continue to plague the used car market.

CR'S DEAL SHEET

USE THIS WORKSHEET TO TRACK THE DETAILS OF YOUR TRANSACTION.

THE NUMBERS

PURCHASE PRICE	$
SUBTRACT: TRADE-IN ALLOWANCE	- $
REBATE OR OTHER CASH INCENTIVE	- $
DOWN PAYMENT (DUE ON DELIVERY)	- $
DEPOSIT	- $

EQUALS: AMOUNT TO BE FINANCED BY LOAN	$
INTEREST RATE % (ENTER ANNUAL PERCENTAGE RATE)	
LOAN TERM (IN MONTHS)	
MONTHLY PURCHASE PAYMENT (VERIFY WITH AN ONLINE AUTO LOAN CALCULATOR)	$
TOTAL VALUE OF PAYMENTS (OVER DURATION OF LOAN)	$

ODOMETER READING (AT TIME OF PURCHASE)	
DELIVERY DATE FOR VEHICLE	

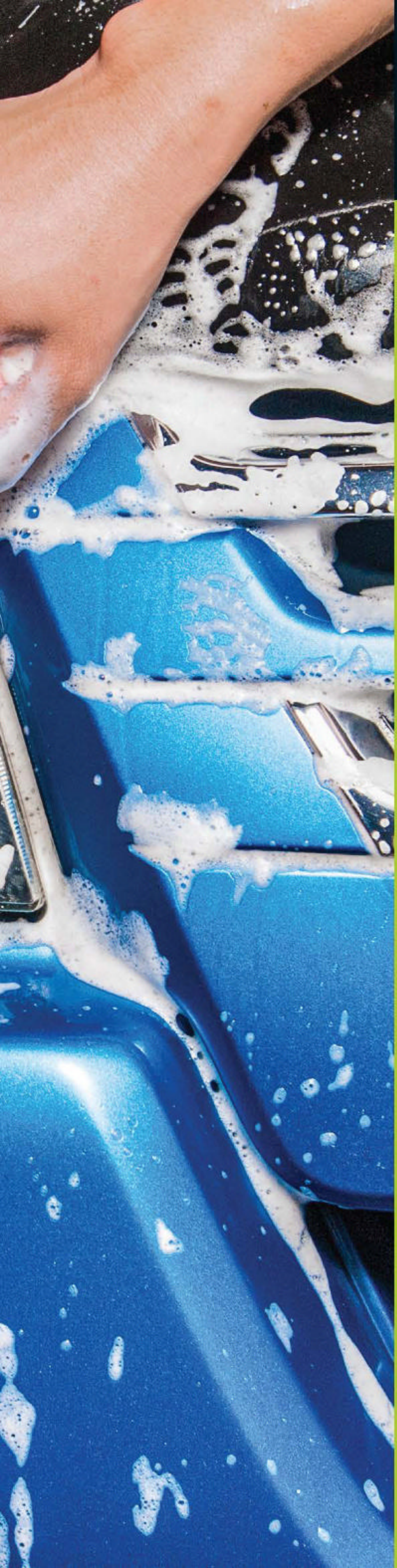
VEHICLE DESCRIPTION

Year: **Make:** **Model:** **Trimline:**

Body: ☐ Sedan ☐ Pickup ☐ SUV ☐ Hatchback ☐ Coupe ☐ Convertible ☐ Minivan ☐ Wagon

Color: **VIN:**

5



HOW TO EXTEND YOUR CAR'S LIFE

Once you've bought a car, servicing it regularly according to the maintenance schedule in the owners manual will help ensure you don't have to go through the process again anytime soon. CR's complete car-care guide includes battery and tire ratings, plus money-saving maintenance and repair tips.

The Nuts and Bolts of Used-Car Care

Where and How to Fix It… and When Not To

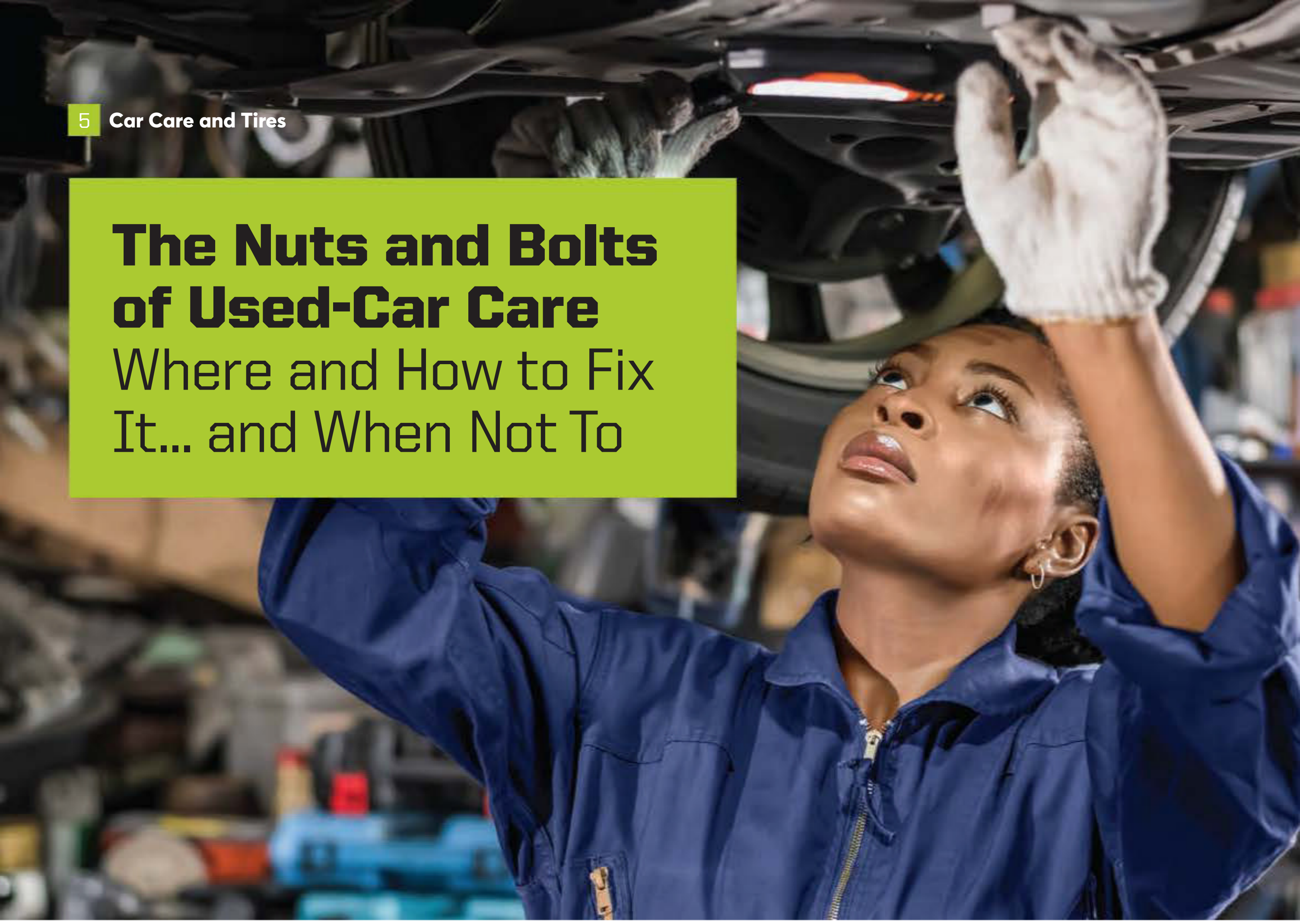


PHOTO: SHUTTERSTOCK

THIS CHAPTER DISCUSSES when you should go to an independent repair shop instead of a dealership for maintenance or repairs, the overall advantages and disadvantages of each, and some of the ways you can avoid paying more money than necessary.

It also includes CR's latest ratings for tires—which buyers of used cars often have to replace after a purchase—as well as expert advice on how to choose the right tires for your vehicle.

Where to Get Your Car Fixed

Maintenance and repairs are two different things. Routine maintenance items are listed in your owner's manual as part of the service schedule. They're intended to keep your vehicle in top operating condition. Repairs are services that fix an unexpected problem or replace a part such as a suspension bushing. Where you take your vehicle depends on what work needs to be done.

Federal law gives you the right to service your vehicle wherever you like without adversely affecting your car's warranty coverage. That means you can go to a dealership, an independent mechanic, or a repair chain, which is usually less expensive than a dealership. Drivers who lease their vehicles, however, might be required to have all service performed at a franchised dealership selling that brand.

Because most maintenance items are fairly routine, any professional auto shop should be able to do basic services, such as changing the oil and filters or replacing brake pads.

The best reason to use a new-car dealership for service is that the mechanics are trained and certified in all aspects of your model's service needs. They can do repairs related to recalls, and the shop will be equipped with the required diagnostic equipment and tools. Newer vehicles with electronic parking brakes, for example, often require specific procedures to be followed in order to avoid damaging the calipers.

No matter where you go for service, make sure the mechanics have access to the manufacturer's latest technical service bulletins (TSBs). These are alerts about problems that have cropped up with a particular model and include instructions on how to fix them. TSBs are available to consumers free on the National Highway Traffic Safety Administration's website, nhtsa.gov. (Turn to page 58 for more information.)

Repairs can range from replacing a faulty radiator to a complicated service such as overhauling a transmission. Go to a dealership if your car is covered by the original warranty or if it has been recalled or is the subject of a "service campaign" in which the automaker offers to correct a defect. In that case, you should receive a letter from the automaker alerting you to the recall or campaign. If you have an extended warranty, check the terms to see who must perform repairs.

You can have warranty work done at any same-brand dealership, not just the one where you bought your vehicle.

If the vehicle is out of warranty, the type of problem can determine where you take it for repair. A reputable independent shop should be able to handle most common repairs. Shops that specialize in your vehicle's brand are more likely to have the proper training, equipment, and latest information. A good technician will explain to you what the problem is, why it needs a repair, and what it entails.

If you're experiencing a problem with a system that's exclusive to your model or automaker, such as navigation or infotainment, consider taking the vehicle to a dealership.

Get Your Car to 200,000 Miles

Years ago, cars had five-digit odometers. The expectation was that cars wouldn't last long enough to hit 100,000 miles before succumbing to a major mechanical failure or severe rust.

Even today, low-mileage cars command a premium on used-car lots. But improvements in rust prevention, engine technology, safety features, and electronics mean that buyers don't have to avoid high-mileage cars–and that owners may be able to get 200,000 miles or more from a vehicle. That's especially true if you start with a reliable model and maintain it properly.

The Basics: Life Extenders

To improve your odds, start by choosing not just a safe and reliable model but also one with all of the features you want. If you'll be driving it for the long haul, it might as well be a car that you enjoy as the miles and years roll by.

▪ **Read the owner's manual.** Simply familiarizing yourself with the

PHOTO, PREVIOUS SPREAD: ADOBE STOCK

Car Care: Myths vs. Reality

These "tips" sound like good advice. But in reality they'll cost you more time and money in the long run.

Myth

Tires should be inflated to the pressure embossed on the sidewall of the tire.

↘

Reality

The tire-pressure figure on the sidewall is the maximum pressure, not the vehicle manufacturer's recommended pressure. Always use the latter, which will provide the best balance of ride, handling, safety, and fuel economy for your vehicle. The figure is usually printed in the owners manual, as well as on a sticker on a doorjamb or the fuel-filler door. Check the tire pressure when your car has been at rest and out of direct sunlight for more than 3 hours.

Myth

Engine oil should be changed every 3,000 miles.

↘

Reality

Although oil companies and quick-lube shops like to promote this idea, it's usually not necessary. Go by the recommended oil-change schedule in your vehicle's owner's manual. Most vehicles driven under normal conditions can go 7,500 miles or more between oil changes. Some models now come with a monitoring system that alerts the driver when the oil needs changing. Depending on driving conditions and oil type, the change intervals can even be 10,000 or 15,000 miles.

Myth

If regular-grade fuel is good, premium must be better.

↘

Reality

Most vehicles are designed to run just fine on regular-grade (87 octane) fuel. A higher octane number doesn't mean that your vehicle will perform better. It simply means that it will be more resistant to engine knocking or pinging. Use the octane grade that's required in your vehicle's owner's manual. But it may be worth seeking out "top tier" gas, which contains additional detergents that can protect your engine. Find a station at toptiergas.com.

Myth

You don't have to worry about replacing tires until they're worn down to the minimum tread depth.

↘

Reality

It's true that if a tire's tread wears to the minimum depth of $^{2}/_{32}$ inch, it should be replaced immediately. A tire's wet grip, snow traction, and ability to resist hydroplaning is very limited at that very low tread depth. Start shopping for replacement tires before yours are worn out. At $^{4}/_{32}$ inch, tires still have some all-weather grip, which leaves you time to shop around for the best ones at the best price. In any case, tires shouldn't be kept for more than 10 years.

maintenance schedule can add years of trouble-free driving. The manual spells out how often your car needs basic services such as oil changes and tire rotations, as well as bigger jobs like timing-belt replacements. If it's not in the glove box, you can probably find a copy on the automaker's website.

- **Keep on schedule.** Forgetting to perform regular oil changes can lead to premature engine wear. Similarly, a broken timing belt can cause severe–and costly–engine damage.

When we asked our online readers how they got to 200,000 miles, an overwhelming number mentioned that regular oil changes and proper maintenance were important.

- **Know your use.** In your manual you'll find schedules for regular and severe/extreme use, with the latter specifying more frequent checkups. Consider using the severe schedule if you do a lot of stop-and-go driving, live in an unusually hot or cold climate, tow a trailer, or drive on dirt roads.

Newer cars require less service, and many specify 7,000 or even 10,000 miles between oil changes. Spark plugs can often last at least 100,000 miles, if not more. Many cars calculate when an oil change is due based on your mileage and driving style, then notify you with a dashboard message when it's time. EVs won't need oil changes, but they do still require scheduled maintenance.

The key is to keep up with what's specified. Just remember that some dealerships and mechanics might add services you don't need, which can add hundreds of dollars to regular 30,000- or 60,000-mile service intervals.

At the same time, talk with your mechanic or service advisor and ask them why they are recommending a service not specified by the automaker.

For example, many mechanics recommend changing "lifetime" fluids, particularly on cars with more than 100,000 miles, even though automakers don't require it. You can check online forums for your vehicle and ask other owners about their experiences prior to authorizing the work.

- **Keep it clean.** Apart from mechanical maintenance, keep up with regular washing, especially if you drive in a snowy region on salted roads. And don't forget to hose off the underside and inside the wheel wells. Newer cars have strong finishes that don't need regular waxing to prevent fading paint, but periodic washing can help prevent rust and structural damage.

Know When to Say Goodbye

Almost any car can make it to 200,000 miles if you're willing to throw enough money at it. But there's a time to let go.

From what we've found, the useful life of many cars ends around the 200,000-mile mark, although they can go longer with proper care. At that point, key components start showing their age, often with safety consequences. Also, owning a car that long probably means you're lacking the latest safety and crash-prevention systems. Talk with your mechanic about how much life your car has left.

It Pays to Shop Around

Don't settle for the first estimate you get for a repair.

You might expect that the price for, say, a 30,000-mile service procedure on a specific model would cost about the same from one dealership to the next. But you'd be wrong.

We got prices from dealers in New York, Chicago, and Los Angeles on scheduled maintenance for specific cars: a 30,000-mile service on a 2017 Camry from Toyota dealers, a 60,000-mile service on a 2016 Explorer from Ford dealers, and a 120,000-mile service on a 2008 Civic from Honda dealers.

In most areas, prices differed by about $150 or more, even among similar dealers in the same area. In one area, the difference was more than $300. Many dealers included items not listed in the owner's manual.

For example, some wanted to charge us for engine and transmission flushes, which several major automakers advise against.

Others added hundreds of dollars to the price of parts or charged many times the cost of the cabin air filter, a simple part that drivers can change themselves. A few dealers wouldn't quote pricing over the phone at all.

When we called back and asked some higher-priced dealers to do only the items in the owner's manual, some of them dropped prices as much as $150, although others wouldn't budge.

Where does that leave consumers? Before having scheduled maintenance done, get a quick estimated price range at CR.org/carrepair, which can also direct you to certified repair shops in your area. You can also call around for quotes and ask that shops include only items listed in the owner's manual. Anything else should be quoted separately.

Taking your vehicle to an independent shop won't compromise your warranty.

In all cases, keep your receipts so that you can prove the service was done on schedule, should there be a warranty claim later.

10 PRICEY REPAIRS TO WATCH OUT FOR

If you notice any of these with your car, it may be time to replace it.

Getting 200,000 miles of use—or more—from a vehicle is an impressive feat, but it's not impossible. Owners should be aware, though, that as a vehicle approaches that milestone, many of its components will start to wear out.

As your car ages, you'll start to see some warning signs. Pay attention to them and you can avoid the double whammy of being stranded and slapped with an expensive, unexpected repair—or you can do the math and decide that it's time for a new car.

We calculated the cost to repair certain items in a 2018 Toyota RAV4 using the free Consumer Reports Car Repair Assistant at CR.org/carrepair. We estimated the cost of repairs in the area near our New York headquarters, so the repair costs for your car or SUV might be different.

1 BRAKE SYSTEM

What are the warning signs? Persistent grinding or squeaking sounds or pulsation when applying the brakes. These should be checked at every service, including both the hard and soft brake lines.

Cost to repair: New brake pads and rotors, which are usually included, could cost $299 to $348.

2 ELECTRICAL COMPONENTS

What are the warning signs? Don't be surprised if features such as power windows, windshield wipers, and even the instrument panel go on the fritz.

Cost to repair: Expect to pay $228 to $281 for a door window regulator, including labor.

3 BATTERY & ALTERNATOR

What are the warning signs? Slow cranking of the engine can be a sign of a failing battery or alternator. Don't go cheap on replacement parts or you might end up stranded.

Cost to repair: According to our estimator, a new alternator can cost $701 to $964 for parts and labor.

4 BLOWN HEAD GASKET

What are the warning signs? If you see thick white smoke coming out of the tailpipe or a milky white color in your engine oil, or if the car overheats, you may need a new head gasket.

Cost to repair: Expect to pay $3,335 to $4,117 for the head and exhaust manifold gaskets, associated hardware, and labor.

5 MOISTURE BUILDUP

What are the warning signs? If it seems that the inside of your windshield is always fogging up or you're mysteriously losing coolant, it's likely that the heater core is starting to fail.

Cost to repair: Expect to pay $1,230 to $1,812 for a new heater core, hoses, and labor.

6 WORN-OUT SHOCKS & STRUTS

What are the warning signs? Does your car bounce up and down while you drive? Do you have uneven tire wear? You may need new shocks or struts.

Cost to repair: Expect to pay $369 to $426 for either the front or rear shocks or struts, including installation.

7 FAILING RADIATOR

What are the warning signs? A failing radiator or thermostat can cause the engine to run too hot and eventually overheat. Low fluid levels in the coolant reservoir could indicate a leak in the radiator, engine, hoses, or all three.

Cost to repair: About $955 to $1,164 to replace a radiator and all associated hoses, with labor.

8 OIL CONSUMPTION AND LEAKS

What are the warning signs? Increased oil consumption is common in older cars, so don't panic if yours seems thirstier as it ages. But if you're topping off the oil too often, it could be a sign of a bigger problem.

Cost to repair: $425 to $531 for a diagnosis, a new valve cover gasket, an oil filter, and oil (and more for bigger problems).

9 OLD SPARK PLUGS

What are the warning signs? If you haven't changed the plugs in 100,000 miles of use, the engine runs rough and misfires, or you have trouble starting your car, you should replace the spark plugs. Buying the right kind and getting the right service can improve how the engine runs.

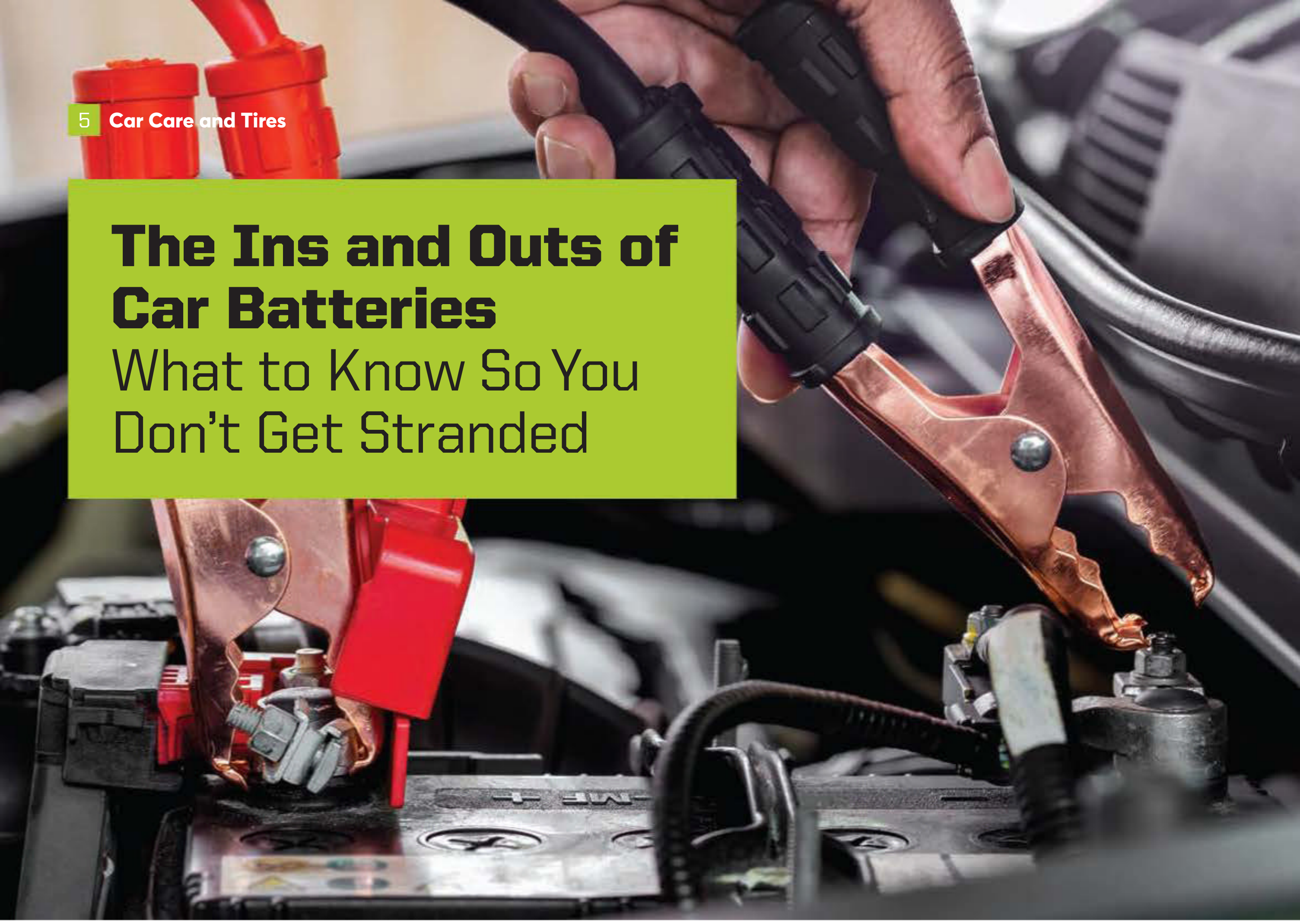
Cost to repair: $128 to $166 for new plugs and labor.

10 RUST & PAINT

What are the warning signs? It starts with paint that looks like it's bubbling. Even a little blistering around the wheel wells, hood, trunk, or suspension mounting points means there could be a serious problem beneath the surface.

Cost to repair: It depends on the extent of the damage. If you have rust, get several estimates on the work.

PHOTO: ADOBE STOCK



The Ins and Outs of Car Batteries

What to Know So You Don't Get Stranded

AT CONSUMER REPORTS we test dozens of car batteries every year in our lab to help you make smart decisions when it's time to replace your battery.

These evaluations are tough by design, including thousands of charges and discharges, and chilling the batteries to subfreezing temperatures.

There are many factors that have an impact on how long a car battery will last, with weather being one of the most significant. (Hot temperatures are harder on them than cold temps are.) That's where our extreme testing can separate the batteries with promise from those that come up short.

Many of the highest-scoring are pricey absorbed glass mat (AGM) batteries. They're known for having a long service life and being able to tolerate deep discharges, when the battery has been significantly drained to 10.5 volts or below, such as when the lights are left on overnight. But some top-rated lead-acid batteries cost less than many of their competitors. "Price doesn't necessarily mean better performance," says John Galeotafiore, CR's associate director of product testing. "We've got some batteries that are relatively cheap that score very well."

Below are tips for getting the best battery for your needs.

Check Under the Hood

Being attentive to your battery's maintenance and mindful when the time for replacement is approaching will ensure that you can choose a replacement on your own terms, including thorough research and convenient scheduling.

Inspections should be part of an owner's routine maintenance, but it's important to check the battery's condition before cold weather approaches. Freezing temperatures can significantly reduce capacity.

Car batteries typically last from three to five years, according to AAA, spanning from 58 months or more in the farthest northern regions of the U.S. down to less than 41 months in the most southern regions.

Though almost all of today's car batteries are "maintenance-free," we recommend having your battery load-tested by a mechanic annually once it's 2 years old if you live in a warmer climate or when it's 4 years old if you live in a colder climate. Doing so tests its ability to hold voltage while being used, and the results will let you know when it's time to start shopping.

The battery's age is also a strong indicator that it's time to consider a replacement. The date can be found on a sticker affixed to the top or side of the battery. One made in March 2022 will

PHOTO: ADOBE STOCK

have a numeric code of 03/22 or an alphanumeric code of C-2. “A” is for January, “B” is for February, and so on. (The letter “I” is skipped.)

Car batteries come in many sizes (see “Get the Right Fit,” below). Among ones we’ve tested, there’s significant variation in the top performer from size to size. That makes it impossible to make recommendations by brand or model. It also means you shouldn’t assume that buying the same battery model you’re replacing will get you the same results.

Owners should check with a mechanic before replacing an AGM battery with a traditional flooded one. Many cars use AGMs to support an increasing array of electrical components, and the charge system may be configured specifically for it.

Batteries lose strength over time, even when in storage. For optimum performance, purchase one that’s less than 6 months old. Three months is even better.

Most retailers will dispose of the old battery for you. When buying a new one at a store, you'll probably pay a recycling fee that’s refunded when you return the old one.

It’s important to choose a battery with the longest free-replacement warranty period you can get. A code of 24/84, for example, indicates a free replacement period of 24 months and a prorated warranty of 84 months. But the amount you’ll be reimbursed usually drops off pretty quickly once you’re in the prorated period.

Be aware that signs of neglect—such as corrosion on the terminals or improper installation—can void a warranty. So can heavy-duty use, such as for high-end car audio systems if the battery isn’t recommended for it.

How We Test

CR evaluates car batteries in three ways:

- **Cold-Cranking Amps (CCA)** is a measure of how well the battery starts an engine during extreme cold weather. We use a freezer to simulate winter conditions, cooling batteries to 0° F, and rate them based on their performance at a current draw of half the average claimed CCA of all batteries within their group size. We think that our CCA test is based on more realistic charging voltages and amperage demands than typical manufacturer tests, and our results show each battery’s relative cranking power regardless of a manufacturer’s claims.
- **Reserve capacity** indicates how long a battery can run a vehicle if the charging system—the alternator, stator, and rotor—fails. It’s also a measure of how long you can accidentally leave the headlights on and still get the car started without needing a jump-start. To test reserve capacity, our engineers measure how long it takes a fully charged battery to be discharged down to 10.5 volts, which is considered to be fully discharged. At that level, the car will be unable to start without a jump-start. We consider 1½ hours of power to be average. Higher-scoring models can supply power well past 2 hours.
- **Battery life** is measured by repeatedly discharging and recharging each battery about 3,000 times at a test temperature of about 167° F over 15 weeks or until performance drops to unacceptable levels. This simulates the hot conditions a battery can face during the summer, the hardest time of year for batteries. Frequent high temperatures are very tough on batteries, increasing plate corrosion and more quickly vaporizing the electrolyte needed for current. Long life is especially important if you make many short trips that don’t allow much time for recharging. The higher the score, the longer the battery will be reliable.

Get the Right Fit

Batteries come in a variety of sizes, so it’s important to choose the right one for your vehicle.

The proper battery will fit securely and provide sufficient power, and its cables will reach the terminals. This list shows the common battery sizes and brands that typically use them. Check your owner’s manual to verify the size for your specific vehicle.

Size 24/24F (top terminal): Acura, Honda, Infiniti, Lexus, Nissan, and Toyota vehicles.

Size 34/78 (dual terminal): Large Chrysler vehicles and many 1996 to 2000 GM vehicles.

Size 35 (top terminal): Recent Hondas and most Nissan, Subaru, and Toyota vehicles.

Size 47 (H5) (top terminal): Buick, Chevrolet, Fiat, and Volkswagen models.

Size 48 (H6) (top terminal): Audi, BMW, Buick, Cadillac, Chevrolet, GMC, Jeep, Mercedes-Benz, Mini, Volkswagen, and Volvo models.

Size 49 (H8) (top terminal): Audi, BMW, Hyundai, and Mercedes-Benz models.

Size 51R (top terminal): Honda, Mazda, and Nissan models.

Size 65 (top terminal): Ford large cars, trucks, and sport-utility vehicles.

Size 75 (side terminal): GM midsized and compact cars, and a few Chrysler vehicles.

BATTERIES FOR CARS, SUVs, AND TRUCKS

A car battery is key to starting every trip, making it important to choose a strong performer when it comes time to buy a replacement. Taking care of your battery can help get the most service life from it, and being attentive to its condition and age can signal when it is time to begin shopping for a replacement … before you are left stranded. Our ratings put

	Brand + Model	Overall Score	Price	Test Results		
				Life	Reserve capacity	CCA0
	GROUP 24 & 24F					
✓	**NAPA** Legend Premium 8424F	90	$130	⏫	⏫	⏫
✓	**Duralast** Platinum 24F-AGM	88	$190	⏫	🔼	⏫
✓	**EverStart** MAXX-24FN (North)	86	$90	⏫	⏫	⏫
✓	**Interstate** Mega-Tron Plus MTP-24	86	$125	⏫	🔼	🔼
✓	**Super Start** Extreme 24EXT	86	$130	⏫	🔼	🔼
✓	**Exide** Marathon Max AGM MX24F [FPAGM24F]	86	$180	⏫	🔼	🔼
✓	**Bosch** 24-700B	85	$115	⏫	🔼	🔼
✓	**ACDelco** 24 PG	80	$125	⏫	🔼	🔼
	Duracell Ultra Gold SLI24M	79	$150	🔼	⏫	⏫
	Interstate MTX-24F	79	$250	⏫	🔼	🔼
	Duralast Gold 24F-DLG	78	$130	⏫	🔼	🔼
	Interstate Mega-Tron Plus MTP-24F	73	$140	⏫	🟡	🔼
	Exide Sprinter Max 12 SX24F	68	$100	🔼	🔼	⏫
	EverStart Maxx-24S (South)	67	$90	🔼	🔼	🔼
	EverStart Plus 24F-3	66	$95	⏫	🟡	🟡
	Duralast 24F-DL	64	$110	⏫	🟡	🔽
	EverStart Plus 24-3	62	$90	🔼	🟡	🟡
	AAA Premium BAT8424AAA	59	$220	🟡	🔼	🔼
	Interstate Mega-Tron II MT-24F	58	$120	🟡	🔼	🟡
	DieHard Gold 24F-6	53	$170	🟡	🟡	🔼
	DieHard Platinum AGM-24F	46	$220	🔽	🔼	⏫
	GROUP 35					
✓	**Odyssey** Extreme Series 35-PC1400T	99	$305	⏫	⏫	⏫
✓	**X2Power** Premium AGM SL135AGMDP	95	$350	⏫	⏫	⏫
✓	**EverStart** MAXX-35N (North)	92	$90	⏫	⏫	⏫
	GROUP 35 *Continued*					
✓	**Super Start** Platinum 35PLT	90	$185	⏫	⏫	🔼
✓	**Duralast** Platinum 35 AGM	90	$190	⏫	🔼	⏫
✓	**Super Start** Extreme 35EXTJ	89	$155	⏫	🔼	⏫
✓	**Exide** Marathon Max AGM MX35-EX	88	$180	⏫	⏫	🔼
✓	**DieHard** Platinum AGM-35	86	$220	⏫	🔼	🔼
✓	**Bosch** 35-640B	85	$125	⏫	🔼	⏫
✓	**Optima** D35	85	$270	⏫	🟡	⏫
✓	**NAPA** The Legend Premium AGM BAT983585	84	$230	⏫	🔼	🔼
✓	**ACDelco** 35 PS	84	$130	⏫	🔼	🔼
✓	**Duralast** Gold 35-DLG	83	$135	⏫	🔼	🔼
✓	**Duracell** Ultra Platinum AGM SLI35/85AGM	83	$215	⏫	⏫	🔼
	DieHard Gold 35-2	79	$170	⏫	🔼	🔼
	EverStart Maxx-35S (South)	74	$90	⏫	🔼	🟡
	Interstate Mega-Tron Plus MTP-35	74	$125	⏫	🟡	🔼
	Delphi BU9035 MaxStart AGM 35	70	$195	🟡	⏫	🔼
	EverStart Plus 35-3	60	$95	🔼	🟡	🟡
	Deka Intimidator AGM 9A35/85	58	$220	🔼	🟡	🔼
	DieHard Silver 35	29	$200	🟡	🔽	🔽
	GROUP 47 (H5)					
✓	**Duracell** Platinum AGM 47 (H5)	91	$135	⏫	⏫	⏫
✓	**Interstate** Mega-Tron II MT47H5	79	$135	⏫	🔼	⏫
	EverStart MAXX-H5	54	$100	🔽	🔼	⏫
	GROUP 48					
✓	**Odyssey** Performance 48-720	91	$260	⏫	🔼	⏫
✓	**Optima** H6	90	$290	⏫	🔼	⏫

⇊ ↓ I ↑ ⇈
WORSE ⟷ BETTER

✓ CR RECOMMENDED

more weight on our life test results than reserve capacity and cold-cranking performance. You're likely to find that the trade-off is worth it. We rate auto batteries by overall performance within group sizes, designating the batteries that excel in our grueling tests as Recommended (✓).

	Brand + Model	Overall Score	Price	Test Results: Life	Reserve capacity	CCA0
	GROUP 48 *Continued*					
✓	**Interstate** MTX-48/H6	86	$185	⇈	↑	↑
✓	**Exide** Marathon Max AGM MXH6L348 [FPAGML348]	85	$180	⇈	⇈	↑
✓	**Interstate** MT7-48/H6	84	$260	⇈	↑	⇈
✓	**Super Start** Platinum 48 H6 48PLT	82	$225	⇈	↑	↑
✓	**Champion** H6-730CHP	80	$170	⇈	↑	↑
✓	**Interstate** Mega-Tron Plus MTP-48/H6	78	$160	↑	⇈	⇈
✓	**Champion** AGM H6-760CHAGM	78	$200	↑	↑	⇈
	Duralast Gold H6 DLG	75	$140	⇈	↑	↑
	Duralast H6-DL	68	$135	⇈	I	I
	Bosch H6-760B	66	$140	I	⇈	↑
	ACDelco Gold 48 AGM	66	$180	I	⇈	⇈
	EverStart MAXX-H6	63	$110	I	↑	⇈
	GROUP 49 (H8)					
✓	**ACDelco** 49 AGM	90	$180	⇈	⇈	↑
✓	**Interstate** Mega-Tron 49/H8	86	$193	⇈	⇈	↑
✓	**Duracell** 49 H8	81	$145	⇈	↑	↑
	Duralast AGM H8-AGM	64	$255	I	⇈	↑
	EverStart MAXX-H8	56	$125	I	⇈	↑
	Bosch Premium Group Size 49	51	$144	I	↑	I
	GROUP 51					
✓	**Duracell** 51R	81	$105	⇈	I	⇈
✓	**Super Start** Premium 51RPRM	80	$120	⇈	I	⇈
✓	**Optima** 8073-167 D51R Yellow Top	74	$250	⇈	I	⇈
✓	**Interstate** MT 51-R	73	$130	⇈	I	↑
✓	**Duralast** 51R-DLG	69	$145	↑	I	↑

	Brand + Model	Overall Score	Price	Test Results: Life	Reserve capacity	CCA0
	GROUP 51 *Continued*					
	DieHard Gold 51R-2	68	$170	↑	I	↑
	NAPA Legend Professional 7551R	61	$115	I	I	⇈
	EverStart MAXX-51R	60	$110	I	I	⇈
	Bosch Premium Power S5-51R	50	$145	I	I	⇈
	AAA Premium BAT8451RAAA	48	$220	I	I	⇈
	Duralast 51R-DL	47	$115	I	I	I
	Duralast Platinum 51R EFB	40	$240	⇊	↑	⇈
	Exide Sprinter Max 12 SX51R	32	$110	⇊	I	⇈
	GROUP 65					
✓	**Delphi** BU9065 MaxStart AGM Premium 65	91	$200	⇈	⇈	⇈
✓	**Super Start** Platinum AGM 65PLT	91	$190	⇈	⇈	⇈
✓	**Interstate** MT7-65	91	$280	⇈	↑	⇈
✓	**Odyssey** Performance Series 65-760	90	$270	⇈	↑	⇈
✓	**ACDelco** Professional Gold 65PG	89	$125	⇈	↑	⇈
✓	**Duracell** Ultra Platinum AGM SLI65AGM	86	$215	⇈	⇈	↑
✓	**DieHard** Platinum AGM-65	86	$220	⇈	↑	⇈
✓	**DieHard** Gold #65-2	85	$170	⇈	↑	↑
✓	**Duralast** Platinum 65-AGM	85	$180	⇈	↑	⇈
✓	**NAPA** Legend Premium 8465	85	$150	⇈	↑	↑
✓	**Deka** Intimidator AGM 9A65	81	$215	⇈	⇈	↑
✓	**EverStart** Maxx-65S (South)	80	$95	⇈	↑	I
	Bosch 65-850B	78	$140	↑	⇈	⇈
	ACDelco Professional 65AGMHR	72	$175	I	⇈	⇈
	EverStart Plus 65-3	70	$100	⇈	↑	↓
	Valucraft 65-VL	54	$115	I	↑	↑

CR's Guide to New Tires for Your Car

Our Experts Weigh In

WHEN IT COMES to tires, we found that you generally get what you pay for. No matter the type, tires that combine the best grip with the longest tread life may cost a little more but are worth the extra money in the long run.

For example, a recent test found that long-wearing all-season tires can last as many as 85,000 miles; the shortest would need replacing after 50,000 miles. It's pretty straightforward: Unless you don't plan to keep a car for long, a $92 tire that will last more than twice as long as a $54 tire is a better value, assuming other factors are equal.

Although tires come with warranty coverage, it may not be as useful as it sounds. Tire warranties are prorated, meaning only the balance of undriven miles will be credited toward the cost of a new tire. To collect, the tires have to be totally worn out, and worn out evenly. You may even have to prove they were rotated on schedule.

When replacing tires, we recommend sticking to the same type and size that your car originally came with.

First, check the ratings for ones that provide good braking and handling capabilities as well as good hydroplaning resistance, which can help you avoid a crash on wet roads.

After that, look for models rated highly in areas important to you, such as winter grip, tread life, ride comfort, and rolling resistance.

Some tires advertise better fuel economy due to lower rolling resistance. In our tests, we found that some of these tires allowed our tested cars to get 1 to 2 more mpg than those with the highest rolling resistance. But as your tires lose tread over tens of thousands of miles of wear, they become more like low rolling resistance tires anyway. So don't be surprised if your mileage drops slightly when you replace worn-out tires with brand-new ones.

Stick With Your Speed Rating

If your car came with all-season tires with a T-, H-, or V speed rating (capable of sustaining a maximum speed of between 118 and 149 mph), you might be tempted to move up to Z-rated ultra-high-performance tires with W (168 mph) or Y (186 mph) speed ratings for better cornering grip and improved handling. But the trade-off may be shorter tread life, and less traction in winter conditions.

You might also be tempted to downgrade your tires to a lower speed rating than your original ones to get longer tread life. But we advise against it because those all-season tires with a lower speed rating might not handle

PHOTO: ADOBE STOCK

heat buildup as well, especially when they're installed on higher-performance vehicles. That can be a safety concern.

In addition, there's very little price advantage to downgrading in tire speed rating. In buying tires for our testing program, we've found that tire size has a greater impact on price differences than speed ratings.

Know When to Replace

Tires are one of the few safety-related systems that can change your car's handling and braking capabilities, affect how it rides, and have an impact on how well it keeps its footing on wet roads. So it's critical to keep them well maintained and to replace them as they wear out.

When the tread depth has reached 2/32 inch, it's considered legally worn out in most states and should be replaced. At that depth the tire's wet grip, snow traction, and ability to resist hydroplaning are very limited. Start shopping before your tires are worn out, when tread depth approaches 4/32 inch in any one groove. That happens to be the same distance on a quarter between George Washington's head and the edge of the coin. Put the coin, head down, into the tread grooves. If you can see the top of George's head, your tires still have some grip remaining, but it's time to start shopping for replacements.

The single most important step to make your tires last longer and run safely is to keep them inflated to the proper pressure. This is especially important when temperatures fall because that's when tires lose pressure.

Underinflated tires can wear faster and build up heat, which can contribute to tire failure. Underinflation can also hurt fuel economy. Recommended inflation pressure is found in the owner's manual or on a placard that's usually on the driver's doorjamb. Don't inflate to the number on the tire's sidewall, which is the maximum inflation pressure.

You should replace tires that are 10 years or older regardless of treadwear, unless your manual specifies sooner.

WHAT MAKES A TOP TIRE

Our exclusive tests help you save money and stay safe.

It's hard to overstate how important tires are to safe driving. After all, they're the only part of the car that touches the road. That's why CR puts so much effort into testing: to help you find the right tires for your car, truck, or SUV.

CR'S UNIQUE TESTING

As the tire market evolves, so do CR's testing methods. We replaced our basic cornering test with a more dynamic evaluation of acceleration, braking, and handling on a 2-plus-acre course over wet asphalt. This all-in-one test better reflects real-world challenges drivers face.

This past year we purchased more than 350 tires for our test program, covering 38 models in the ultra-high-performance all-season, ultra-high-performance summer, and performance winter tire categories.

We tested them at our track in Connecticut for wet and dry braking and handling, ride comfort and quietness, snow traction, and resistance to hydroplaning. Our experts evaluate each tested tire's grip by driving on ice at a nearby skating rink.

We also commissioned outside labs to measure each tire's rolling resistance—which affects fuel economy—along with conducting extensive treadwear tests on public roads in western Texas.

TREAD LIFE & WARRANTIES

Our tested tread-life miles can give you a direct comparative view across the tire models within a category. Manufacturers assign treadwear mileage warranties, some more conservative than others, making comparison between brands difficult.

Many tires met or exceeded their treadwear warranty projections in comparison with our tread-life test results. Even those with a shortfall were usually off by just a small amount.

We don't assess tread life for winter/snow tires because most don't carry a mileage warranty and are intended for limited seasonal use.

Tires usually have a workmanship warranty covering manufacturing defects. It generally protects tires for the first 2/32 of an inch of wear (about the first year of use). We buy hundreds of tires each year and find problems with workmanship to be rare.

WINTER WONDER TIRES?

Many consumers in colder climates spend the time and expense installing winter/snow tires twice a year to ensure that their vehicles have the best grip possible.

Keeping the inconvenience of swapping wheels and tires in mind, some manufacturers have recently introduced all-weather tires. The tires in this expanding category are designed to perform well in the snow and also year-round. Some cost more than the average price of performance all-season tires, but you'll come out ahead by avoiding the cost and inconvenience of seasonal tire changes or owning an extra set of wheels.

"The best all-weather tires provide year-round traction that truly combines all-season and winter/snow performance," says Ryan Pszczolkowski, CR's tire-program manager. "Despite the added cost for most, they represent a good value." But check the ratings, because their performance varies.

These do-it-all tires offer unique tread designs and enhanced rubber compounds that increase traction across a broad range of temperatures. They're different from typical all-season tires mainly because they provide better snow traction. They have the mountain/snowflake symbol on the sidewall, just like winter/snow tires.

However, if you regularly drive on ice or in harsh winter conditions, nothing can replace a dedicated winter tire.

Money-Saving Tips

Buying replacement tires can be an expensive, confusing experience. You could easily spend $800 or more on the cost of four tires plus charges for mounting and balancing. And the numerous brands, various categories, and wide range of prices can lead some consumers to rely on a salesperson's recommendation, which isn't the best way to get a great price on a great tire.

- **Check online.** Retailers like Tire Rack ship a large variety of tires. They can also direct you to a local installer. Make sure to get a final price, including shipping, installation, and any extras.
- **Shop local retailers.** Ask whether they can meet or beat online prices. See what they'd charge to mount and balance tires you buy elsewhere.
- **Buy a full set.** Our most recent member survey found that about 85 percent of respondents bought a full set of tires rather than just one or two. Replacing all of the tires at the same time ensures an even grip on all four corners of the car and may also entitle you to a manufacturer's rebate. Discounts are often about $100 off per set, and they can be found by going to a tire company's website.
- **Look for perks.** CR members reported that the most common ones they encountered were tire balancing, lifetime tire rotation, and tire mounting. Tire rotation may be among the best perks, because it needs to be done about every 5,000 to 7,500 miles and costs about $50 each time.
- **Haggling can work.** Among those who tried negotiating tire prices, a significant 70 percent said they were successful at getting a deal, with a median savings of $96 per set of four tires.
- **Watch the final price.** It should include mounting, balancing, alignment, and disposal of the old tires.
- **Skip the nitrogen.** You may get a hard sell to fill your tires with nitrogen to keep pressure more constant. But like air, nitrogen pressure drops as seasonal temperatures fall. Based on the results of our testing, we don't think it's worth paying to fill your tires with nitrogen.

How to Read the Writing on the (Side) Wall

All tires have sidewall markings that tell you things like what size they are and how much weight they can carry. But that's just some of the information that's on the tire sidewall. Here's what all of the markings mean.

Size. On the example tire, 225 is the cross-section width in millimeters, 40 is the ratio of sidewall height to its width (40 percent), R indicates radial-ply construction, and 18 is the wheel diameter measured in inches.

Load index. This references the weight each tire can carry safely. A 92 load index translates to 1,389 pounds per tire, typical for this type. When replacing your tires, be sure to match or increase the original load index rating.

Speed rating. A letter denotes the tire's maximum sustainable speed. For S-speed-rated tires, it's 112 mph; for T, 118 mph. Speed ratings for other tires include H, 130 mph; V, 149 mph; W, 168 mph; and Y, 186 mph. These speeds may seem wildly impractical to most drivers, but the point is that tires with higher speed ratings tend to provide better handling and grip under normal driving conditions, as well.

Treadwear grade. This number is an index to compare treadwear between tires. A grade of 300 denotes a tire that will wear three times better than a tire graded 100. But there's no direct correlation between the grades and a specific mileage.

Traction and temperature grades. They denote a tire's wet grip capability and temperature resistance. For traction, AA is best; C is worst. For temperature, grades range from A (best) to C.

DOT code. On the tire below, the first two digits refer to the plant where the tire was made, and the last four numbers refer to the week and year. The numbers are used to identify tires in the event of a recall.

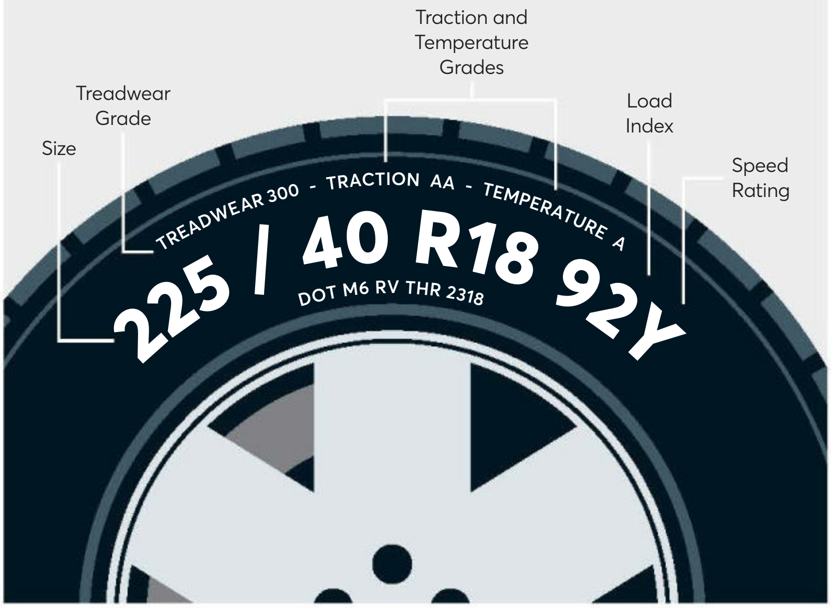


ILLUSTRATION: RYAN VULK. PHOTO, OPPOSITE PAGE: JOHN POWERS/CONSUMER REPORTS

FIND THE TIRE THAT'S RIGHT FOR YOU

You'll need to replace tires during your vehicle's life. These are the types available.

All-Season

These are the tires that come standard on many cars, minivans, and SUVs.
BEST FOR: Year-round traction, long tread life, and a comfortable ride. But they may lack the precise handling and grip of performance tires.
SPEED RATING: Most are T (118 mph) or H (130 mph).
TREADWEAR WARRANTY: Typically 60,000 to 90,000 miles.

Performance All-Season

They come standard on many newer cars.
BEST FOR: Improved handling over all-season tires, but they can have shorter treadwear than many all-season tires.
SPEED RATING: Typically V (149 mph).
TREADWEAR WARRANTY: Typically 55,000 to 75,000 miles.

Ultra-High-Performance All-Season & Summer

Found on sports cars, sports sedans, and some lower-priced sporty models.
BEST FOR: Wet and dry braking and handling. But they trade some winter performance and tread life for ultimate warm-weather grip.
SPEED RATING: Z (more than 149 mph), W (168 mph), or Y (186 mph).
TREADWEAR WARRANTY: None or 25,000 to 60,000 miles.

All-Weather

Designed for year-round use. Better snow traction than all-season tires.
BEST FOR: Year-round use, and where snow and ice are common challenges.
SPEED RATING: H (130 mph) or V (149 mph).
TREADWEAR WARRANTY: Typically 50,000 to 65,000 miles.

All-Season SUV

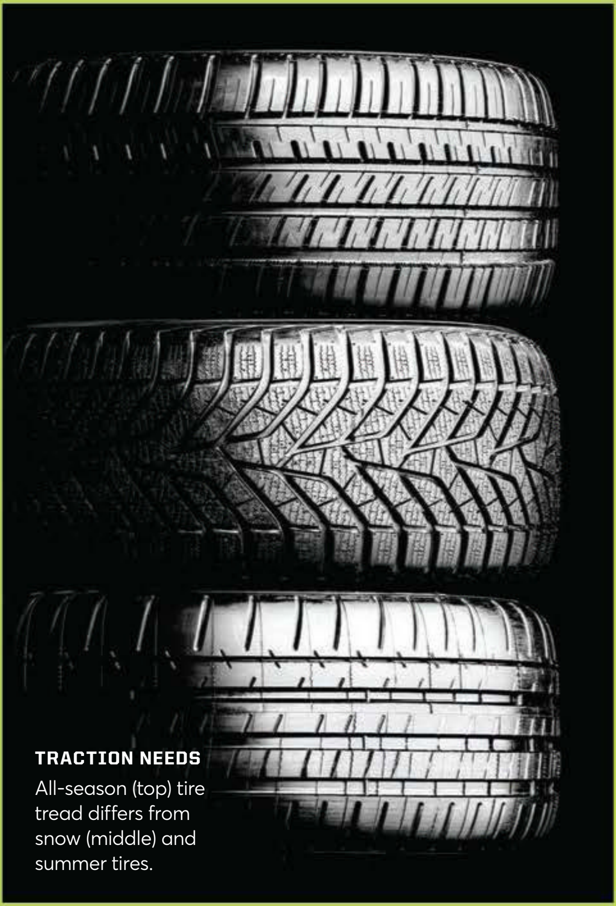
These deliver the ride comfort, quietness, and long tread life of a car's all-season tires but in sizes to fit crossover SUVs.
BEST FOR: Year-round traction, long tread life, and a comfortable ride.
SPEED RATING: H (130 mph) or V (149 mph).
TREADWEAR WARRANTY: Typically 40,000 to 75,000 miles.

All-Season Truck

Designed for general truck use.
BEST FOR: All-season models are made primarily for on-road use.
SPEED RATING: S (112 mph), T (118 mph), H (130 mph), or V (149 mph).
TREADWEAR WARRANTY: Typically 60,000 to 80,000 miles.

All-Terrain Truck

Designed for the rigors of truck use.
BEST FOR: All-terrain models are designed for on-road and light-duty off-pavement use.
SPEED RATING: S (112 mph) or T (118 mph).
TREADWEAR WARRANTY: Typically 50,000 to 65,000 miles.



TRACTION NEEDS

All-season (top) tire tread differs from snow (middle) and summer tires.

Winter/Snow and Performance Winter/Snow

Specially made for use in freezing temperatures and on snow and ice.
BEST FOR: Maintaining traction on snow and ice. But fast wear and so-so wet and dry braking make them most suitable only for cold-weather use.
SPEED RATING: Q (99 mph), R (106 mph), S (112 mph), T (118 mph), H (130 mph), and V (149 mph)
TREADWEAR WARRANTY: Usually none.

Winter/Snow Truck

Specially made for use in freezing temperatures and on snow and ice by pickups and SUVs.
BEST FOR: Maintaining traction on snow and ice. But fast wear and so-so wet and dry braking make them most suitable only for cold-weather use.
SPEED RATING: R (106 mph), S (112 mph), or T (118 mph).
TREADWEAR WARRANTY: Usually none.

Brand + Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
		Dry braking	Wet braking	Handling	Hydroplaning resistance	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
ALL-SEASON											
✓ **Michelin** Defender T+H	67	︿	|	︿	︿	︿	|	|	︿	|	85,000
✓ **General** Altimax RT43	66	︿	|	︿	︿	︿	︿	|	︿	|	70,000
Continental TrueContact Tour	63	︿	|	︿	︿	︿	|	|	︿	﹀	70,000
Hankook Kinergy PT	63	︿	﹀	︿	︿	︿	|	|	︿	︿	85,000
BFGoodrich Advantage Control All Season	62	︿	︿	︿	︽	︿	|	︿	︿	﹀	55,000
Firestone All Season	61	︿	|	|	︿	︿	|	|	︿	︽	65,000
Toyo Extensa A/S II	58	︿	|	|	︿	|	﹀	|	︿	︿	65,000
Firestone WeatherGrip [1]	58	|	﹀	|	︿	︽	︿	|	|	|	55,000
PERFORMANCE ALL-SEASON (INCLUDES ALL-WEATHER)											
✓ **Michelin** CrossClimate2 [1]	74	︿	︿	︿	︽	︽	|	︿	︿	﹀	85,000
✓ **Continental** PureContact LS	67	︿	︿	︽	︿	︿	|	|	︿	|	75,000
✓ **Hankook** Kinergy 4s2 [1]	67	︿	|	︿	︿	︽	︿	|	﹀	︿	55,000
✓ **General** Altimax 365 AW [1]	66	|	|	︿	︿	︽	︽	|	︽	︿	60,000
✓ **Vredestein** Quatrac Pro [1]	66	︿	︿	︿	︿	︿	|	|	︿	|	65,000
Nokian One	65	︿	|	︿	︿	︽	|	|	︿	|	65,000
Goodyear Assurance WeatherReady [1]	65	|	|	︿	︿	︽	|	|	︿	|	70,000
Nexen N5000 Platinum	63	︿	|	|	︿	︽	|	︿	︿	︿	55,000
Pirelli Cinturato P7 All Season Plus II	63	︿	|	︿	︿	︿	﹀	|	︽	︿	60,000
Yokohama Avid Ascend LX	62	︿	|	︿	︿	︿	﹀	︿	︿	|	70,000
Yokohama Avid Avid Ascend GT	60	︿	|	︿	︿	︿	﹀	|	|	|	65,000
Uniroyal Tiger Paw Touring A/S	59	︿	|	|	︿	︿	|	︿	︿	︾	55,000
Nokian WRG4 [1]	57	︿	﹀	|	︿	︽	|	︿	︿	|	50,000
Firestone Firehawk AS	57	︿	|	︿	︿	﹀	﹀	|	︿	﹀	55,000
Atlas Force HP	56	︿	|	︿	︿	|	︾	|	︿	|	65,000
Sumitomo HTR Enhance LX2	56	︿	|	|	︿	|	﹀	|	︿	|	60,000

[1] All-weather tires, which provide increased snow traction compared to all-season tires.

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WORSE ⟷ BETTER

✓ CR RECOMMENDED

	Brand + Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
			Dry braking	Wet braking	Handling	Hydroplaning resistance	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
	PERFORMANCE ALL-SEASON (INCLUDES ALL-WEATHER) *Continued*											
	Sailun Inspire	55	↑	❙	↑	↑	↓	↓	❙	↑	❙	50,000
	Falken Ziex ZE960 A/S	55	↑	❙	↑	↑	↓	↓	❙	↑	❙	50,000
	ULTRA-HIGH-PERFORMANCE ALL-SEASON											
✓	**Michelin** Pilot Sport All Season 4	73	⇈	↑	↑	⇈	↑	❙	↓	⇈	⇊	60,000
✓	**BFGoodrich** g-force Comp-2 A/S plus	73	⇈	↑	⇈	↑	↑	↑	↓	↑	↓	60,000
✓	**Vredestein** HyperTrac All Season	70	↑	❙	↑	⇈	↑	↑	❙	↑	↓	60,000
✓	**Continental** ExtremeContact DWS 06 Plus	70	⇈	↑	↑	⇈	↑	↑	❙	❙	⇊	60,000
	Yokohama Advan Sport A/S +	67	⇈	❙	❙	↑	❙	↑	❙	↑	↓	65,000
	General G-Max AS-05	65	↑	❙	↑	↑	❙	↑	↓	↑	↓	55,000
	Goodyear Eagle Exhilarate	65	↑	↑	↑	⇈	↑	❙	↓	↑	⇊	40,000
	Kumho Ecsta PA51	63	↑	❙	↑	⇈	❙	❙	↓	↑	⇊	50,000
	Bridgestone Potenza RE980+	63	↑	❙	↑	⇈	↑	❙	↓	↑	⇊	55,000
	Cooper Zeon RS3G1	63	↑	❙	↑	⇈	❙	❙	↓	↑	↓	55,000
	Toyo Proxes Sport A/S	60	↑	❙	↑	⇈	❙	❙	↓	↑	↓	45,000
	Hankook Ventus S1 Noble 2	59	↑	❙	❙	⇈	❙	❙	❙	❙	↓	45,000
	Toyo Celsius Sport	58	❙	❙	❙	⇈	↑	↑	↓	❙	↓	50,000
	Sumitomo HTR A/S PO3	56	↑	↓	❙	⇈	↑	↑	↓	❙	↓	50,000
	Armstrong Blu-Trac HP	55	⇈	❙	↑	⇈	⇊	↓	↓	↑	↓	35,000
	Riken Raptor ZR A/S	55	↑	⇊	❙	↑	❙	↑	↓	❙	❙	65,000
	GT Radial Champiro UHP AS	55	↑	↓	❙	⇈	↓	❙	↓	↑	❙	45,000
	Nexen N'fera AU7	53	↑	↓	↑	⇈	↓	↓	↓	⇈	❙	45,000
	Sailun Atrezzo SVA1	49	↑	↓	↑	⇈	⇊	⇊	↓	↑	↓	35,000
	ULTRA-HIGH-PERFORMANCE SUMMER											
✓	**Michelin** Pilot Sport 4s	79	⇈	↑	⇈	⇈	NA	NA	↓	↑	↓	40,000
✓	**Continental** ExtremeContact Sport 02	75	⇈	↑	⇈	⇈	NA	NA	↓	↑	↓	35,000

Brand + Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
		Dry braking	Wet braking	Handling	Hydroplaning resistance	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
ULTRA-HIGH-PERFORMANCE SUMMER *Continued*											
✓ **General** G-Max RS	73	⇈	↑	⇈	⇈	NA	NA	↓	↑	◯	35,000
Bridgestone Potenza Sport	72	↑	⇈	◯	⇈	NA	NA	↓	↑	↓	45,000
Yokohama Advan Apex	71	⇈	◯	⇈	↑	NA	NA	↓	↑	↓	45,000
Hankook Ventus S1 evo 3	68	⇈	◯	⇈	⇈	NA	NA	↓	↑	↓	35,000
Firestone Firehawk Indy 500	67	⇈	◯	↑	⇈	NA	NA	↓	◯	↓	45,000
Sumitomo HTR Z5	66	⇈	↑	↑	↑	NA	NA	↓	↑	◯	35,000
Toyo Proxes Sport	65	↑	◯	↑	⇈	NA	NA	↓	↑	◯	30,000
Nexen N'fera SU1	65	⇈	◯	↑	⇈	NA	NA	↓	↑	◯	40,000
Nitto NT555 G2	59	↑	↓	◯	⇈	NA	NA	↓	↑	⇊	65,000
ALL-SEASON SUV											
✓ **Michelin** CrossClimate SUV [1]	74	⇈	↑	↑	↑	⇈	NA	↑	↑	↑	40,000
✓ **Vredestein** HiTrac	69	↑	◯	↑	↑	⇈	NA	◯	⇈	↑	55,000
✓ **Goodyear** Assurance ComfortDrive	67	↑	↑	↑	↑	◯	NA	◯	↑	◯	80,000
✓ **Kumho** Crugen HP71	66	↑	◯	↑	↑	◯	NA	↑	⇈	↑	55,000
Pirelli Scorpion Verde All Season Plus II	65	↑	◯	↑	↑	↑	NA	↑	⇈	⇈	45,000
Falken Ziex CT60 A/S	65	↑	◯	↑	↑	⇈	NA	◯	⇈	⇈	60,000
Sumitomo HTR Enhance CX2	65	↑	◯	↑	↑	↑	NA	↓	⇈	↑	75,000
Continental CrossContact LX25	64	↑	◯	◯	↑	↑	NA	↑	⇈	↑	85,000
Michelin Defender LTX M/S [H]	64	◯	◯	↑	↑	⇈	NA	◯	◯	⇈	90,000
Sentury Crossover	63	↑	↑	↑	↑	↓	NA	◯	↑	↑	50,000
Nokian WR G4 SUV [1]	63	↑	◯	◯	↑	⇈	NA	↑	⇈	↑	55,000
Nokian eNTYRE C/S	62	↑	↓	◯	↑	↑	NA	◯	⇈	↑	60,000
Hankook Dynapro HP2	61	↑	↓	↑	↑	↑	NA	◯	⇈	↑	85,000
Nexen Roadian GTX	60	↑	◯	◯	↑	↑	NA	◯	↑	⇈	45,000
Nitto NT421Q	58	↑	◯	◯	↑	↑	NA	◯	⇈	◯	60,000

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[1] All-weather tires, which provide increased snow traction compared to all-season tires.

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WORSE — BETTER

✓ CR RECOMMENDED

Brand + Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
		Dry braking	Wet braking	Handling	Hydroplaning resistance	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
ALL-TERRAIN TRUCK											
✓ **Continental** TerrainContact A/T	62	↑	I	↑	↑	I	NA	I	⇈	↑	55,000
✓ **Michelin** LTX A/T2	61	I	↓	I	⇈	↑	NA	I	I	↑	100,000
✓ **Bridgestone** Dueler A/T Revo 3	60	↑	↓	↑	↑	↑	NA	I	↑	↑	55,000
✓ **Vredestein** Pinza AT	60	I	I	↑	↑	I	NA	↑	↑	↑	75,000
Cooper Discoverer AT3 4S	58	↑	↓	I	↑	↑	NA	I	↑	↑	60,000
General Grabber APT	58	↑	I	I	⇈	↑	NA	I	I	I	60,000
GT Radial Adventuro AT3	58	↑	↓	I	⇈	I	NA	I	↑	↑	40,000
Mickey Thompson Deegan 38	57	↑	I	I	↑	I	NA	↑	↑	↑	65,000
Firestone Destination A/T2	57	I	↓	I	↑	↑	NA	I	↑	⇈	60,000
Toyo Open Country A/T III	57	↑	I	I	↑	↑	NA	I	I	I	60,000
Falken Wildpeak A/T3W	57	I	I	↑	↑	I	NA	I	I	I	50,000
Hankook Dynapro AT2	55	↑	↓	I	↑	↑	NA	I	↑	↑	60,000
Nexen Roadian AT Pro RA8	55	↑	↓	I	↑	I	NA	I	⇈	I	55,000
Pirelli Scorpion All Terrain Plus	54	I	↓	I	↑	↑	NA	I	↑	↑	55,000
Nokian Rotiiva AT	54	↑	↓	I	↑	↑	NA	I	↑	↑	50,000
Sailun Terramax A/T 4S	53	↑	↓	I	⇈	I	NA	I	↑	⇈	40,000
Maxxis Bravo A/T 771	50	↑	↓	I	↑	↓	NA	I	I	I	50,000
Nitto Terra Grappler G2	48	I	⇊	I	↑	↑	NA	I	⇊	↑	70,000
ALL-SEASON TRUCK											
✓ **Continental** TerrainContact H/T	69	↑	I	↑	I	⇈	NA	↑	⇈	↑	95,000
General Grabber HTS60	62	↑	I	I	↑	↑	NA	I	↑	⇈	75,000
Michelin Defender LTX M/S [T]	62	I	↓	I	↑	⇈	NA	I	⇈	⇈	80,000
Laufenn X Fit HT	57	↑	↓	I	↑	↑	NA	I	↑	↑	55,000
Kumho Crugen HT51	56	↑	↓	I	↑	↑	NA	I	⇈	⇈	55,000

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WORSE ⊢—⊣ BETTER

✓ CR RECOMMENDED

Brand + Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
		Dry braking	Wet braking	Handling	Hydroplaning resistance	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
ALL-SEASON TRUCK *Continued*											
Bridgestone Dueler Alenza H/L Plus	55	∧	∨	I	∧	∨	NA	I	∧	∧	65,000
Falken Wildpeak H/T HT02	54	∧	∨	∧	∧	I	NA	I	∧	I	45,000
Nokian Rotiiva HT	54	∧	∨∨	∧	∧	I	NA	∨	∧	∧	60,000
Firestone Destination LE3	54	I	∨∨	∨	∧	∧∧	NA	∧	∧∧	∧∧	60,000
Hankook Dynapro HT	54	∧	∨∨	I	∧	∧	NA	∨	∧	∧	60,000
Sumitomo Encounter HT	53	∧	∨∨	I	∧	I	NA	I	∧	∧	65,000
Toyo Open Country H/T II	51	I	∨∨	I	I	∧	NA	∨	∧∧	∧	75,000
Nitto Dura Grappler	51	∧	∨∨	I	I	I	NA	I	∧	I	70,000

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HOW WE TEST: Overall Score is based on about a dozen tests, with braking, handling, and hydroplaning resistance more heavily weighted for many tires. **Braking** tests on ice are from 10 mph; on dry and wet pavement, from 60 mph. **Handling** combines how well a tire performed in the wet-handling test, steering feel, and an emergency handling maneuver. **Hydroplaning resistance** denotes a tire's ability to resist skimming along the surface of standing water. **Snow traction** tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on flat, packed snow. **Ride** and **Noise** are evaluated subjectively on rough and smooth roads. **Rolling resistance**, as measured by a dynamometer, is a factor in fuel economy. **Tested tread life** indicates wear potential based on our 16,000-mile vehicle driving test.

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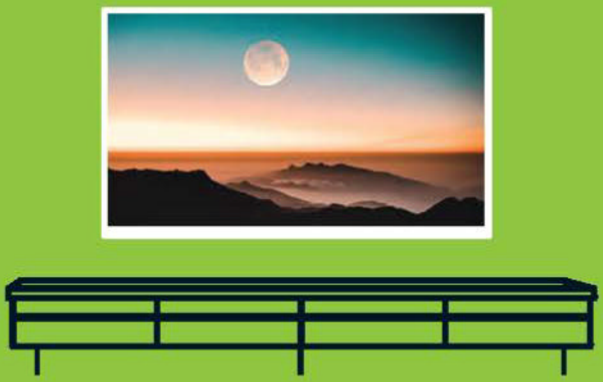

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GET TOP DOLLAR FOR YOUR CAR

Historically, getting rid of a car has been a money-losing proposition. But that changed with the car shortages that have existed since the pandemic, when you could name the price you wanted for your old car. While wholesale prices for cars may have softened a bit, retail prices are still high. In this chapter we compare selling your car yourself vs. the convenience of trading it in, and how to navigate the used-car market.

What Is Your Car's Value?

No matter how volatile the market is, it's important to know your car's cash value whether you are selling or trading it in.

If you sell the vehicle yourself, you'll often get more than the wholesale price (the car's value if you trade it in).

If you trade in your car, the dealer will offer something close to its wholesale value after taking all variables (options, mileage, condition, and so on) into consideration. The less money the dealer gives you for it, the more profit they can make when they resell it. But car dealers are still eagerly shopping for used cars, so you certainly should hold out for the best deal.

Start by making your car presentable, then take it to a superstore like CarMax or the used-car departments of local dealerships. Ask what they would give you in a straight-up sale. You can also get an online quote from Vroom or Carvana. This is the minimum to expect if you trade in your car, so you can negotiate with confidence.

There's another advantage to having this information: If you're being lowballed on your trade-in, you can always simply refuse the offer and sell your vehicle to the dealer that gave you a better quote.

WHAT TO EXPECT

10%

This is the difference between the retail and trade-in value of a 2019 Chevrolet Silverado 4WD LTZ Crew Cab pickup with 36,000 miles.

SOURCE: Black Book Used Car Values, April 2023.

Trade In Your Old Car? Less Effort—but Also Less Money.

Many buyers prefer the simplicity of trading in their vehicle. You can apply the trade-in amount to the down payment for your newer car, which reduces how much you have to finance. If you still owe money on your car, the dealer can deduct that amount from you trade.

There can be tax advantages, too. Most states require that sales tax be paid only on the difference between the price of your trade-in and the vehicle you are buying, not the full price of the car you buy. However, this tax benefit goes away if you sell your car yourself.

A real downside of trading in your vehicle is that you might leave behind hundreds, if not thousands, of dollars. The best you can hope for when trading in is the wholesale price, which even in today's volatile market is usually much less than what you will get if you sold it yourself.

In addition, even if you've checked all the pricing sources and think you know what your vehicle is worth, you may have to haggle with a sales-person to get the best deal.

As the used-car market softens and inventories grow, you may encounter another situation: the dealer may already have on the lot a handful of the same model you're trying to trade in. So you won't get anywhere near top dollar for it.

Remember that no matter how desperate a dealership is for used cars, they aren't doing you a favor by taking one off your hands. If the dealer buys your car, it's because there's a profit for them at the end of the transaction.

▪ **How to get the most money.** There are several things you can do to maximize the value of your trade-in.

A vehicle's appearance is an important consideration when a used-car manager estimates its value. Getting your car professionally detailed may seem

MAXIMIZE CURB APPEAL

Making your vehicle look as good as possible can pay big dividends by improving its value and sales appeal.

Depending on its condition, you can spruce up the car yourself or take it to a professional detailer. Prices generally start around $100 for a full detail treatment but can rapidly increase depending on the region, type of vehicle, and amount of work needed. Detailing sometimes isn't much more than an extra-good job of polishing the body and cleaning the inside, plus removing every smudge and scrap of grime. But preparing a particularly rough car for sale may involve bodywork, paint touch-ups, and heavy-duty buffing.

As with all do-it-yourself projects, the more elbow grease you invest, the less you'll need to pay someone else. Here are some tips on how to get the best results from your efforts:

SPIFF UP THE EXTERIOR

Give your vehicle a thorough cleaning with car-wash detergent. Alloy wheels should be scrubbed thoroughly to remove road film and grime. Use a stiff-bristled brush with a detergent or cleaner that is safe for all wheels. Non-automotive cleaners can eat away the protective coating on certain factory wheels. Once everything is dry, apply tire dressing to give the rubber a new-car look.

Then inspect the paint and assess any damage,

DO THE MATH
A dealer may offer you a great price on a newer car but a worse price on your trade-in deal.

USED CAR SUPERSTORE
LEASE Buy Out
Buy your Lease Today
TOYOTA

PHOTO, PREVIOUS SPREAD: PATTI MCCONVILLE/ALAMY STOCK PHOTO. PHOTO, THIS PAGE: MARIO TAMA/GETTY IMAGES

noting scratches, stone chips, and dents. If the paint is in good condition, you may need only a coat of wax. Your car probably has a clearcoat outer layer, so make sure the wax you use is marked "safe for clearcoats." Avoid products meant to remove paint or to shine a dull finish. If your paint finish is a little dull, use a product that both polishes and protects. Based on our tests, we favor liquid waxes for getting the best cleaning results.

You can fix small scratches and chips yourself with touch-up paint. "If there is a chip that does not reach the substrate, then a simple cosmetic touch-up works very well and can be completed by anyone," says Dennis Taljan, director of global technology at PPG, which produces car paints and other products. "If there is damage to the substrate or damage to a large area, then see a professional." Let the paint dry for at least a day or two before polishing the car.

Fine surface abrasions or scratches in the paint can be professionally buffed out at a body shop or car-wash center. This will improve the car's appearance, but it will cost between $100 and $200. You can hand-polish the car yourself using an appropriate polish and microfiber cloths. Don't use an electric rotary buffer unless you know what you're doing. Done improperly, you can easily burn through the paint or leave permanent swirl marks.

REMOVE SMALL DENTS

Having a body shop fix unsightly dents and dings can be costly. If there's no paint damage, you may be able to use a paintless dent repair service, such as DentPro (dentpro.com). It uses special tools to massage out small dents from the inside. Your mechanic, body shop, or car dealer can help you find a service. Costs range from $50 to $150 per dent.

Some do-it-yourself kits are advertised on infomercials and online, costing about $20 to $30. Essentially, they work by hot-gluing a disc onto the dent, then pulling the dent out with a special

Continued on next page ›

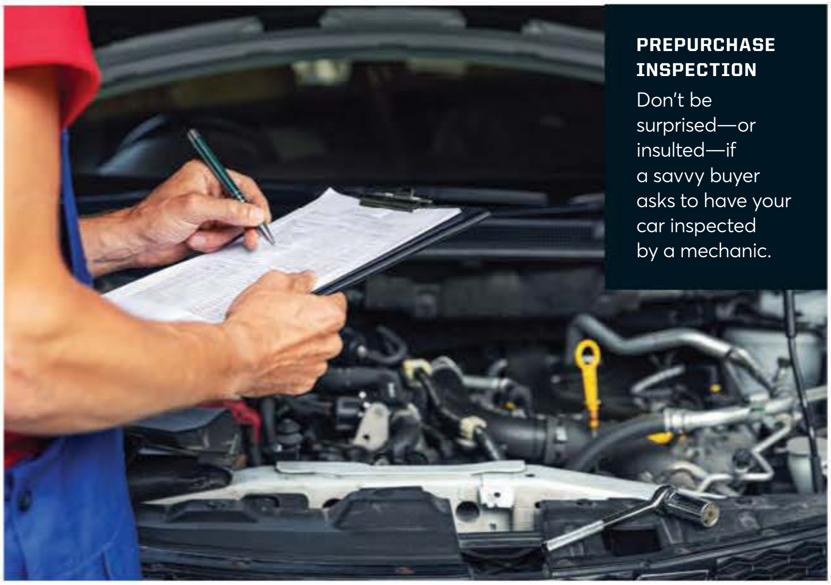
expensive, but can add more than its weight in gold in terms of value.

If your car needs repairs, get an estimate to take with you to the dealership. This could provide a little bargaining power when the dealer's estimator starts deducting repair costs from the figure offered to you. Be aware that it costs a dealership a lot less to make repairs at its own shop than the retail price you've been quoted.

- **Negotiating the trade-in.** You'll get the best deal by keeping the purchase and trade-in negotiations separate. Combining the two allows salespeople to manipulate the deals to cancel out a great price on your new car with a lousy price for your trade.

First, nail down the price of the car you want to purchase. Don't expect any discounts in the current market. Next, discuss the trade-in, making sure you hold firm on the price you want for your old car. Dealers often make more money reselling your car than they do on a new-car deal, so they have more flexibility with a trade-in offer.

- **Keep your eye on the bottom line.** What's important is the net amount you have to pay. Be sure to read and understand any sales contract before you sign it. If you have a problem with any terms or conditions, ask questions. You have little recourse after you sign.



PREPURCHASE INSPECTION
Don't be surprised—or insulted—if a savvy buyer asks to have your car inspected by a mechanic.

Sell It Yourself: More Effort—but Also More Money

Selling your current vehicle on your own will get you a higher price than trading it in. You can always expect to get more than the wholesale price. But you'll have to go through the hassle of advertising, taking phone calls, and showing the car.

- **Set a competitive price.** By this point you should have a good idea of what the retail and local asking prices are for your vehicle. If you checked to see what a local dealer would offer on a straight-up sale, you should be able to price your car reasonably. Typically, you should price your vehicle a little bit higher than what you are willing to take for it so that there's room for negotiation. But in the current market, so long as you aren't greedy, you should be able to get the price you want.

MAXIMIZE CURB APPEAL

From previous page

tool. In 2015 CR tested two kits: DentOut and Ding King. We found that they worked about equally well, but the results weren't perfect. Generally, the more experience you have, the better the results. Don't pull the metal out too far. Dents less than 1 inch in diameter were the toughest to fix; kits worked best on dents about 4 inches across.

FIX WINDOW-GLASS DEFECTS

It's very common for a windshield to pick up "star" or "bull's-eye" damage from a flying stone. An auto-glass repair service can repair these so that they are less noticeable and don't develop into big cracks. For larger cracks, you'll have to replace the entire windshield. In some states, it's illegal to make repairs in the glass area swept by the windshield wipers. Check whether you have glass coverage on your auto insurance. If you do, the replacement will be free except for a possible deductible.

CLEAN THE ENGINE COMPARTMENT

Cleaning the outside of the engine and other components under the hood can be a chore, but a clean engine bay gives the impression that the mechanicals have been well-maintained. Don't steam clean the engine bay, as it can damage any of the numerous electronic parts that are under the hood.

If battery terminals are corroded or caked with white powder, remove the residue with an old toothbrush dipped in a mixture of water and baking soda. Then coat the terminals with battery terminal grease. (Always wear eye protection and gloves when working around car batteries.)

Clean engine parts with old rags and plain soap and water, though you may have better luck with an aerosol engine degreaser. Loosen dirt and rust with a soft-bristle wire brush and soft abrasive cleaner, and don't get electrical connections wet. For

If you have an outstanding loan, contact your lender to pay it off before you list the vehicle to ensure that the title is ready to transfer, especially in states where the lender holds the title.

■ **Advertise effectively.** There are many ways to advertise your vehicle. While Craigslist charges $5.00 per listing, Facebook is free for individuals. Both can get a lot of local attention, including from dealerships that are looking for specific cars to buy. Other options include CarGurus, Autotrader, Cars.com, and Kelley Blue Book (kbb.com), although most require payment for full-featured listings.

■ **Word of mouth is very effective.** Tell your friends, relatives, colleagues, and social media circle that you have a car for sale. If your network is big enough, you might be surprised at how much interest you generate. And it's free.

■ **Showing your car.** Once you've placed your ads, have your schedule ready so that you can set a day and time to show the car. Remember that many states require the car to remain registered and insured for test drives. When you do show the car, answer all questions honestly and be prepared to provide service receipts. Ahead of the test drive, make sure that you let buyers know any safety protocols you would like them to follow.

Know that some buyers won't show up and that others will make an unrealistically low offer. For safety and to avoid scams, meet the buyer in a public place–some police departments even have a "transaction space" that is under video surveillance. Ask for a cash payment or meet the buyer at your bank to deposit a cashier's check. Never take a payment from a buyer you haven't met in person, and insist that the check matches the asking price.

■ **Prepurchase inspection.** A buyer may want to have your car inspected by a mechanic before completing the sale. If you have a lot of interest in the vehicle, you could sell it "as is" and refuse to allow any pre-sale inspection. But unless you have something to hide, letting the buyer get the car inspected is the right thing to do. Remember that your car may still need to be insured and registered for it to be driven to a mechanic.

■ **Bring the correct documents.** Paperwork requirements vary from state to state. In some, transferring ownership of a vehicle to another person is as simple as entering the odometer reading, sales price, and your signature on the back of the title. In others, you must fill out official title-transfer forms. A bill of sale is often required by the buyer for registration and tax purposes, and some states require signatures to be notarized.

There still may be some hiccups in the process that are left over from the early days of the pandemic, such as having to do something in person vs. remotely. You should reach out to your state's motor vehicle department to see what the current process is.

TRADE-IN TAX TIP

Trading in your car lowers the purchase price of the new one you buy, which in turn may reduce the sales tax you'll have to pay.

safety, make sure the engine isn't running or still hot when you do all this.

Fix or replace broken or missing items. A lost wheel cover or a broken mirror says that your car hasn't been well-maintained and that other repairs may be needed.

Major repairs are another matter. Most buyers probably won't want to make a big one just after buying a car.

If your air conditioner doesn't work and the estimate is $600 to repair it, some private buyers might not care as long as you adjust the price accordingly, because it isn't a safety concern. Other buyers may balk when they find out about it. Dealers may also reduce the value of your trade if they notice major problems.

The key question is whether you can recoup the cost of the repair in your selling price. Most of the time you can't, so be prepared to take a beating if your car has major repair problems. On the other hand, a brand-new muffler or new tires could be an attractive selling point for a private buyer.

FINISH WITH THE INTERIOR

Look at the results through the eye of a buyer. Remove your personal clutter from the glove box and storage spaces, empty and wash the cup-holder inserts, and check under the seats for lost toys, trash, and wayward french fries.

You can buy special cleaners for upholstery, carpet, vinyl, and leather. For hard plastic surfaces, use any general-purpose cleaner. Use glass cleaner to remove smudges and film from the insides of all windows—especially the windshield and rear window. If floor mats look worn even after you vacuum, replace them.

Getting rid of odors can be a challenge. First, clean the interior fabrics with pet-spot cleaner or another odor-fighting product. Wipe down the headliner and clean inside the trunk and spare-tire well. To remove stale odors from the ventilation ducts, spray odor eliminator into the system's air intake, which is usually at the base of the windshield. Then run the A/C for at least 10 minutes.

PHOTO, FACING PAGE: SHUTTERSTOCK

CR'S USED CAR DIRECTORY

Here, you will find reviews of the major 284 vehicles built between 2013 and 2022. Each includes a review by CR's auto experts, current price ranges for each model year, crash-test results, available safety features, and other data. For most models, you'll also find a detailed reliability history chart that provides an overall reliability rating for each model year.

The Basis For CR's Reliability Ratings

This step-by-step guide explains the way CR determines how well a vehicle will hold up.

How to Read the Charts

To check on the reliability history of a particular year's model, start with the Overall Reliability. This score shows whether the model had more or fewer problems overall than the average model of that year, calculated from the total number of problems reported by members in all trouble spots. Because problems with the engine, major; engine cooling; transmission, major; and drive system can be serious and expensive to repair, our calculations give extra weight to problems in those areas.

To see a model's strengths and weaknesses, look at the individual scores for each of the 17 trouble spots. The chart below shows the average problem rates for all models in the survey in each trouble spot by year.

Scores for each profile reliability chart are based on the percentage of survey respondents who reported problems for that trouble spot, compared with that year's average model.

Models that score a ⇊ are not necessarily unreliable, but suffer a higher rate of problems than the average model. Similarly, models that score a ⇈ are not necessarily problem-free, but had relatively few problems compared with other models.

Newer vehicles should have few, if any, problems and score all ⇈'s. In some cases a model may score ↑ and ⇈ in most categories, but the verdict is a ! or lower because it still has more problems than the average model overall. A column of asterisks (*) indicates there is insufficient data for that year.

What the Trouble Spots Include

- **Engine, Major** Engine or electric drive motor rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.
- **Engine, Minor** Oil or fuel leaks, accessory belts and pulleys, engine computer, engine mounts, engine knock or ping, electric drive motor malfunction.
- **Engine Cooling** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.
- **Transmission, Major** Transmission rebuild or replacement, torque converter, premature clutch replacement.
- **Transmission, Minor** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).
- **Drive System** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.
- **Fuel System** Sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), fuel gauge/sender, fuel injection system, fuel pump, problems filling the tank.
- **Electrical** Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plug and wire failure, auto stop/start, electric vehicle charging.
- **Climate System** Blower (fan)

The Numbers Behind Reliability Ratings

The chart to the right shows the average rates of problems in each trouble spot by model year for all vehicles in CR's Annual Auto Survey. This is the basis for the Reliability History charts that appear with the vehicle reviews.

For example, about 1 percent of 2016 models had Engine, Cooling problems on average. The Honda Pilot on the facing page scores a ⇈ (Much Better Than Average) because none of the 2016 Pilots in our survey had a problem in this area.

In 2020, the average rate of electrical problems was 1.1 percent. Because 2.1 percent of Honda Passports were reported to have a problem in this category, it has a score of ⇊ (Much Worse Than Average).

AVERAGE PERCENTAGE OF CARS WITH A REPORTED ISSUE

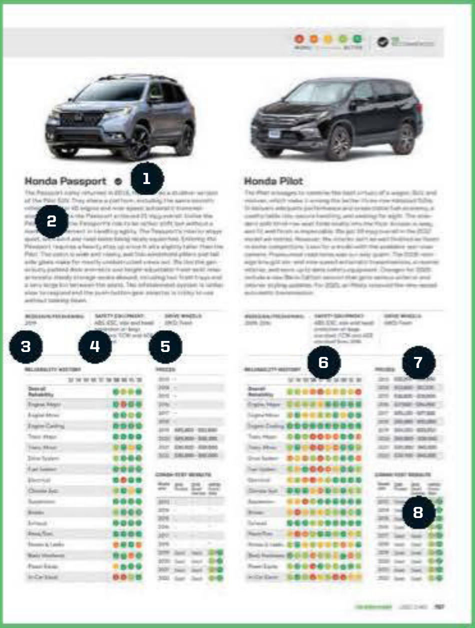
	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Engine, Major	2	2	2	2	1	1	1	1	<1	<1
Engine, Minor	3	3	2	2	1	1	1	1	1	<1
Engine, Cooling	1	1	1	1	1	<1	<1	<1	<1	<1
Trans., Major	2	1	1	1	1	1	<1	<1	<1	<1
Trans., Minor	1	1	1	1	1	1	1	<1	<1	<1
Drive System	2	2	1	1	1	1	1	1	<1	<1
Fuel system	2	1	2	1	1	1	1	1	<1	<1
Electrical	2	2	2	2	2	1	1	1	1	<1
Climate System	4	4	3	3	2	2	1	1	1	<1
Suspension	4	3	3	2	1	1	1	1	<1	<1
Brakes	4	3	2	2	2	2	1	1	1	<1
Exhaust	1	1	1	1	<1	<1	<1	<1	<1	<1
Paint/Trim	2	2	1	1	1	1	1	1	1	<1
Noises & Leaks	2	2	2	2	2	1	1	1	1	1
Body Hardware	2	1	1	1	1	1	1	1	1	<1
Power Equip.	1	1	1	1	1	1	1	1	1	<1
In-car Electr.	3	4	3	3	3	3	3	4	4	2

motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

- **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.
- **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure, regenerative braking.
- **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, heat shields, leaks.
- **Paint/Trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.
- **Noises/Leaks** Squeaks or rattles, seals or weather stripping, air or water leaks, wind noise.
- **Body Hardware** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, heated or cooled seats, heated steering wheel, safety belts, sunroof, convertible top, glass defect.
- **Power Equipment** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system, headlights, automatic headlights, automatic wipers, wireless charging pad.
- **In-Car Electronics** Audio systems, backup/parking camera, entertainment systems, navigation system, communication system, hardware replacement, over-the-air updates, head-up display.

PHOTO, PREVIOUS SPREAD: ADOBE STOCK

CR'S VEHICLE REVIEWS



1. RECOMMENDED MODELS

These models have consistently done well in our tests and have had consistently above-average reliability.

2. OVERVIEW

This assessment by CR's auto experts is based on testing and research through the years covered.

3. REDESIGN/ FRESHENING

Here we note the model year or years that the vehicle was introduced or received significant design changes. In between major redesigns, a model typically remains the same from year to year, sometimes with minor changes in styling, trim, features, or the powertrain.

4. SAFETY EQUIPMENT

We note the availability of side and head protection airbags, antilock brakes (ABS), electronic stability control (ESC), forward collision warning (FCW), automatic emergency braking (AEB), and blind spot warning (BSW).

5. DRIVE WHEELS

This tells you whether a vehicle uses front-wheel drive, rear-wheel drive, four-wheel drive, or all-wheel drive. 4WD is available as a part-time, permanent, or selectable system. Both permanent and selectable can be engaged in full-time 4WD all the time. Part-time 4WD can't be used on dry pavement. AWD is similar to full-time 4WD, except it doesn't include low-range gearing, which is most important for serious off-road driving.

6. RELIABILITY HISTORY

For each model year, where available, this chart details the problems in 17 trouble spots. See the facing page for details on interpreting these charts. The Overall Reliability sums up the problems for each model year. The year a model was redesigned is noted in **bold**. These charts are based on more than 300,000 responses to our Annual Auto Surveys. Consumer Reports members reported on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or downtime, in any of the trouble spots included in the table on the facing page. Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage.

7. PRICES

Prices are an estimate of the current used price range for the years the model was available.

8. CRASH-TEST RESULTS

Where available, we include the offset-frontal crash and the driver-side small overlap results from the Insurance Institute for Highway Safety. The IIHS uses a four-point scale: Good, Acceptable, Marginal, and Poor. We also include the overall frontal-and side-crash test results from the National Highway Traffic Safety Administration (NHTSA).

Acura ILX

Introduced in 2013, Acura's entry-level luxury compact shares its underpinnings with the Honda Civic. But the ILX has different suspension tuning, as well as fancier features and nicer interior materials. Early models were available three different four-cylinder engines: a 2.0-liter base, 1.5-liter hybrid, and a higher-performance 2.4-liter. The base engine and five-speed automatic work very well. The 2016 freshening included a standard dual-clutch automatic transmission, which is clunky and reluctant to downshift. Handling is sound, but the ride is stiff and choppy, road noise is pronounced, and the driver's seat is short on lower-back support, all of which undermine the ILX's pretense of affordable luxury. 2022 is the final year for the ILX; it was replaced by the Integra, a hatchback based on the recently-redesigned Civic.

REDESIGN/FRESHENING:
2013, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$11,400 - $13,200
2014	$13,100 - $14,900
2015	$14,700 - $16,200
2016	$16,600 - $18,000
2017	$18,000 - $20,200
2018	$20,200 - $23,100
2019	$23,000 - $25,400
2020	$24,700 - $28,000
2021	$26,200 - $30,100
2022	$28,500 - $32,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	NT	↑/⇈
2015	Good	NT	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Acura MDX

The MDX has a strong, refined V6 powertrain and a very functional seven-passenger interior. The 2014 redesign had less road noise, but the dashboard became confusingly crowded with buttons. The cabin is well-appointed and quiet, but road noise is noticeable. The ride is firm but composed. Handling is responsive and the MDX is mostly agile. The small third-row seat is best for kids. In 2016, Acura added a nine-speed automatic that isn't always smooth or responsive, and a tricky-to-use push-button gear selector. The ride is still quiet, but handling is a bit more mundane, though secure. Note though that some desirable features, like second row bucket seats and a surround-view camera system, were reserved for the top-trim Advance model. 2022 brought a redesigned MDX with standard active safety systems and a more luxurious interior, but the infotainment system relies on a finicky touchpad to interact with the screen.

REDESIGN/FRESHENING:
2014, 2016, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	↓	↑	↑	⦶	⦶	↑	⇈	↑		↑
Engine, Major	↑	⇈	⇈	⇈	↑	⇈	⇈	⇈		⇈
Engine Minor	⦶	⇈	↑	↑	↑	⇈	⇈	⇈		⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈		⇈
Trans. Major	⇊	↓	↓	⇊	⦶	↑	⇈	⇈		⇈
Trans. Minor	⇊	↓	⇊	⇊	↑	⇊	⇈	↑		⇈
Drive System	⇊	⦶	↑	⇊	⦶	⇈	⇈	⇈		⇈
Fuel System	⦶	↓	↑	↑	⇈	⦶	⦶	⇈		⇈
Electrical	↑	⇈	↑	⦶	⇈	⇈	↑	⇈		⇈
Climate Syst.	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈		⦶
Suspension	⇊	⇊	⦶	⦶	⦶	⇈	⇈	⇈		⇈
Brakes	⇊	↑	↓	⦶	↑	⦶	⇈	↑		⦶
Exhaust	⇈	↑	↓	↑	⇈	⇈	⇈	⇈		⇈
Paint/Trim	↓	⦶	⇊	⇈	⇈	↓	⇈	⦶		⇈
Noises & Leaks	↓	⦶	↓	⇈	⇈	⇈	⇈	↑		↑
Body Hardware	⦶	⦶	⇈	⇈	⦶	↑	⇈	↑		⇈
Power Equip.	⦶	↓	↓	⦶	↓	↓	⇈	⇈		⇈
In-Car Electr.	↓	↑	⦶	↓	⦶	↑	↓	↑		↓

PRICES

2013	$13,300 - $15,500
2014	$16,600 - $18,200
2015	$17,500 - $19,900
2016	$19,100 - $22,600
2017	$23,700 - $29,000
2018	$27,700 - $33,500
2019	$30,700 - $37,100
2020	$33,700 - $42,700
2021	-
2022	$44,900 - $63,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	Good	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	-	-	-
2022	Good	Good	↑/⇈

⇊ ↓ ǀ ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Acura RDX ✓

Derived from the Honda CR-V, the RDX bowed in 2007 as a small, all-wheel-drive upscale SUV. First generation models have a 2.3-liter turbocharged four-cylinder that lacks the refinement of a V6; it either hesitates off the line or bursts forward with power. Handling is relatively agile, but the ride is way too stiff, and road noise is pronounced. Because of this we would avoid the first-generation RDX. The 2013 and later models are much better, with a roomier interior and a smooth, powerful V6 coupled with a six-speed automatic. The ride improved and the interior is better trimmed. Updated for 2016, the RDX gained more safety features as well as Acura's overly-complicated dual-screen infotainment system. Other changes included a minimal bump in horsepower and slightly improved highway fuel economy figures. A 2019 redesign brought a four-cylinder turbo engine and 10-speed automatic. It has nimble handling but distracting controls.

REDESIGN/FRESHENING:
2013, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	↑	⇈	ǀ	↑	↑	⇈	↑	ǀ	ǀ	⇈
Engine, Major	ǀ	⇈	↓	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	↑	↑	⇈	⇈	⇈	↓	⇈	↑	⇈	⇈
Engine Cooling	ǀ	↑	ǀ	↑	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	ǀ	⇈	ǀ	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	↓	↓	⇊	↓	⇈	↑	⇈	⇈
Drive System	⇈	⇈	↑	ǀ	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇊	⇈	↑	⇈	↑	↑	⇈	⇈	↑	⇈
Climate Syst.	↓	↑	ǀ	ǀ	⇈	↑	ǀ	⇈	⇈	⇈
Suspension	⇈	ǀ	↓	ǀ	↑	↑	⇈	⇈	↑	⇈
Brakes	ǀ	⇈	↓	↓	↑	↑	ǀ	⇊	ǀ	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	↑	⇈	⇈	⇈	⇈	ǀ	⇈	↑	⇈
Noises & Leaks	⇈	↑	ǀ	⇈	↑	⇈	ǀ	⇊	⇊	⇈
Body Hardware	⇈	⇈	↑	⇈	⇈	↑	⇈	↓	ǀ	⇈
Power Equip.	↓	↑	⇈	↑	↑	↑	↓	⇈	⇈	⇈
In-Car Electr.	↑	⇈	⇈	↑	⇈	⇈	⇊	⇊	↓	↑

PRICES

2013	$14,000 - $15,200
2014	$15,400 - $16,500
2015	$17,100 - $18,100
2016	$18,900 - $21,700
2017	$21,600 - $23,800
2018	$23,100 - $27,200
2019	$30,200 - $35,800
2020	$32,600 - $38,000
2021	$35,100 - $43,500
2022	$38,200 - $49,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Acura RLX

Acura's flagship sedan falls well short of its competitors. The ride is jumpy and unsettled, and the lack of handling agility makes the RLX feel ungainly. Its responsive 310-hp V6 and six-speed automatic powertrain is a high point, however. Our tested front-wheel-drive model averaged 23 mpg overall. A pricey all-wheel-drive hybrid is available, and gets an EPA-rated 30 mpg combined. The cabin is spacious and well-made, and includes a raft of electronic and connectivity features, but it isn't particularly luxurious and the controls are overly complicated. A surround-view camera system was added to the top-trim Advance. Updates for 2016 include some suspension system changes designed to improve the RLX's ride. New equipment for 2018 included a 10-speed automatic transmission. 2020 was the final year for the RLX.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2016.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability		*	*	*	*	*	*	*		
Engine, Major		*	*	*	*	*	*	*		
Engine Minor		*	*	*	*	*	*	*		
Engine Cooling		*	*	*	*	*	*	*		
Trans. Major		*	*	*	*	*	*	*		
Trans. Minor		*	*	*	*	*	*	*		
Drive System		*	*	*	*	*	*	*		
Fuel System		*	*	*	*	*	*	*		
Electrical		*	*	*	*	*	*	*		
Climate Syst.		*	*	*	*	*	*	*		
Suspension		*	*	*	*	*	*	*		
Brakes		*	*	*	*	*	*	*		
Exhaust		*	*	*	*	*	*	*		
Paint/Trim		*	*	*	*	*	*	*		
Noises & Leaks		*	*	*	*	*	*	*		
Body Hardware		*	*	*	*	*	*	*		
Power Equip.		*	*	*	*	*	*	*		
In-Car Electr.		*	*	*	*	*	*	*		

PRICES

2013	-
2014	$15,400 - $17,600
2015	$16,400 - $19,100
2016	$19,600 - $24,100
2017	$24,600 - $29,600
2018	$29,100 - $33,500
2019	$32,700 - $37,200
2020	$34,700 - $39,800
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	Good	Good	NT
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	-	-	-
2022	-	-	-

Acura TLX ✓

The TLX replaced the TL in 2015, and it's never quite measured up to the competition. The 2.4-liter uses an eight-speed automatic that delivers quick, direct shifts and contributes to the very good 27 mpg overall. The V6 has plenty of power, but its nine-speed automatic shifts roughly. Handling is responsive, but not sporty, although the ride is quite comfortable. The cabin is quiet, but rear-seat room is so-so. The dual-screen infotainment system is unintuitive to use. For 2018 the TLX got an update, which included an exterior freshening, adding luxury features to the interior, and tweaks to the suspension and steering. Redesigned for 2021, the TLX grew larger but interior room wasn't improved. The standard 2.0-liter turbo four-cylinder and 10-speed automatic are an energetic combo. The ride is quite comfortable and handling is nimble, but the driving experience is underwhelming because of excessive road and engine noise. The infotainment system's touchpad is very distracting and unintuitive to use.

REDESIGN/FRESHENING:
2015, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	**'21**	'22
Overall Reliability			↑	⇈	*	↑	⇈	↓	I	*
Engine, Major			↑	⇈	*	⇈	⇈	⇊	⇊	*
Engine Minor			⇊	⇈	*	⇈	I	⇊	⇈	*
Engine Cooling			↑	⇈	*	⇈	⇈	⇊	⇈	*
Trans. Major			↑	⇈	*	⇈	⇈	⇈	⇈	*
Trans. Minor			⇊	⇈	*	⇊	⇈	⇈	⇈	*
Drive System			I	⇈	*	⇈	⇈	⇈	⇈	*
Fuel System			⇈	⇊	*	⇈	⇈	I	⇈	*
Electrical			⇊	⇈	*	⇈	I	↓	⇊	*
Climate Syst.			⇈	⇈	*	⇈	⇈	⇈	⇈	*
Suspension			⇈	↓	*	⇊	⇈	⇈	⇈	*
Brakes			⇈	I	*	↓	⇈	⇈	⇊	*
Exhaust			↑	⇈	*	⇈	⇈	⇈	⇈	*
Paint/Trim			⇈	⇈	*	⇈	⇈	⇈	⇈	*
Noises & Leaks			⇈	⇈	*	⇈	⇈	⇈	⇈	*
Body Hardware			⇈	⇈	*	⇈	⇈	⇈	⇈	*
Power Equip.			⇈	⇈	*	⇊	⇈	⇈	⇈	*
In-Car Electr.			⇈	⇊	*	⇈	⇈	⇈	⇊	*

PRICES

2013	-
2014	-
2015	$15,500 - $18,900
2016	$17,200 - $20,600
2017	$18,900 - $23,800
2018	$22,200 - $30,000
2019	$25,000 - $32,500
2020	$27,100 - $35,600
2021	$32,600 - $43,400
2022	$36,000 - $47,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	Good	Accpt.	⇈/⇈
2016	Good	Marg.	⇈/⇈
2017	Good	Accpt.	⇈/⇈
2018	Good	Accpt.	⇈/⇈
2019	Good	Accpt.	⇈/⇈
2020	Good	Accpt.	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Alfa Romeo Giulia

Alfa's compact luxury sports sedan corners and steers like a sports car, making it fun to drive. The 280-hp, 2.0-liter turbo four is mated to an eight-speed automatic and provides punchy acceleration even in the all-wheel-drive version. Ride comfort is civilized even though it has a firm edge. Fuel economy at 27 mpg overall is one of the best in the class. The interior is attractive with matte wood and nicely textured surfaces but cheap switchgear detracts. The infotainment system is too convoluted and distracting. Front seat comfort is compromised by a short cushion and limited range of adjustments. The trunk is small. The top-trim, high-performance Quadrifoglio version uses a 505-hp, 2.9-liter twin-turbo V6 and ups the ante in the sport quotient at the expense of comfort. Updates for 2020 included a more user-friendly infotainment system, and interior trim enhancements.

REDESIGN/FRESHENING:
2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability					*	*	*	*	*	*
Engine, Major					*	*	*	*	*	*
Engine Minor					*	*	*	*	*	*
Engine Cooling					*	*	*	*	*	*
Trans. Major					*	*	*	*	*	*
Trans. Minor					*	*	*	*	*	*
Drive System					*	*	*	*	*	*
Fuel System					*	*	*	*	*	*
Electrical					*	*	*	*	*	*
Climate Syst.					*	*	*	*	*	*
Suspension					*	*	*	*	*	*
Brakes					*	*	*	*	*	*
Exhaust					*	*	*	*	*	*
Paint/Trim					*	*	*	*	*	*
Noises & Leaks					*	*	*	*	*	*
Body Hardware					*	*	*	*	*	*
Power Equip.					*	*	*	*	*	*
In-Car Electr.					*	*	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$19,700 - $35,600
2018	$23,000 - $43,200
2019	$25,300 - $50,900
2020	$27,600 - $56,600
2021	$31,500 - $62,300
2022	$37,300 - $67,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT

⇊ ↓ ◯ ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Alfa Romeo Stelvio

The Giulia-based Stelvio delivers fantastic handling and is fun to drive. That, however, doesn't mean it's fun to live with on a daily basis, as it falls a bit short on the refinement and luxury quotients. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that gets 24 mpg overall on premium. The ride is a bit jittery, but the suspension absorbs bumps rather well. Among constant annoyances are a driving position with a limited range of seat adjustments and controls that aren't very user-friendly. Like the Giulia, the parking sensors are too sensitive, going off constantly in an urban environment. Rear and side visibility are limited, and the cargo hold is modest. Updates for 2019 brought a less expensive, rear-drive only model. Changes for 2020 included interior enhancements, and a more user-friendly infotainment system with a standard 8.8-inch touchscreen.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2018	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.	AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability						*	*	*	*	*
Engine, Major						*	*	*	*	*
Engine Minor						*	*	*	*	*
Engine Cooling						*	*	*	*	*
Trans. Major						*	*	*	*	*
Trans. Minor						*	*	*	*	*
Drive System						*	*	*	*	*
Fuel System						*	*	*	*	*
Electrical						*	*	*	*	*
Climate Syst.						*	*	*	*	*
Suspension						*	*	*	*	*
Brakes						*	*	*	*	*
Exhaust						*	*	*	*	*
Paint/Trim						*	*	*	*	*
Noises & Leaks						*	*	*	*	*
Body Hardware						*	*	*	*	*
Power Equip.						*	*	*	*	*
In-Car Electr.						*	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	$23,300 - $48,300
2019	$26,200 - $53,300
2020	$29,400 - $61,100
2021	$32,100 - $65,400
2022	$37,900 - $74,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Audi A3

The A3 is an upscale compact sedan or hatchback with a tasteful interior and, in most versions, a gutsy 2.0-liter, turbo four-cylinder. Front-wheel drive is standard but as in other Audi's, all-wheel drive is available. We found the A3 quite nimble and quick. Its dual-clutch automatic transmission shifts well but tends to transmit some vibrations at low speeds. A redesigned A3 sedan arrived for 2015. It was a much more modern car with a substantial feel, sporty handling, a taut ride, and an up-to-date infotainment system. We got a respectable 27 mpg overall in our tests of a FWD version with the 1.8-liter engine. The 2022 redesign brought a new infotainment and connectivity system. The front seats are comfortable and the cabin is nicely finished. The rear seat is cramped, as is the norm in this class. A 201-hp, turbo four-cylinder and a sometimes-clunky seven-speed dual-clutch automatic is standard. We got an outstanding 31 mpg overall on regular fuel. The ride is firm yet steady and comfortable.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2015, 2022	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2022.	AWD; Front

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	'21	**'22**
Overall Reliability	*	*	⇊	⇊	◯	◯	*	*		*
Engine, Major	*	*	⇊	⇊	⇊	⇈	*	*		*
Engine Minor	*	*	⇊	⇈	⇊	⇊	*	*		*
Engine Cooling	*	*	⇊	⇊	⇈	⇈	*	*		*
Trans. Major	*	*	⇈	⇊	⇊	⇈	*	*		*
Trans. Minor	*	*	↑	⇊	⇈	⇊	*	*		*
Drive System	*	*	⇈	⇈	⇈	⇈	*	*		*
Fuel System	*	*	⇊	⇊	⇈	⇈	*	*		*
Electrical	*	*	↓	⇊	⇊	⇊	*	*		*
Climate Syst.	*	*	⇊	↓	⇈	⇊	*	*		*
Suspension	*	*	⇈	◯	↓	◯	*	*		*
Brakes	*	*	⇊	⇈	⇈	⇈	*	*		*
Exhaust	*	*	◯	⇈	⇈	⇈	*	*		*
Paint/Trim	*	*	◯	⇊	⇈	⇈	*	*		*
Noises & Leaks	*	*	⇊	⇊	⇊	⇈	*	*		*
Body Hardware	*	*	⇊	⇊	⇈	⇈	*	*		*
Power Equip.	*	*	⇊	⇊	↓	⇈	*	*		*
In-Car Electr.	*	*	⇊	⇊	↑	↓	*	*		*

PRICES

2013	$9,600 - $12,800
2014	-
2015	$13,400 - $21,300
2016	$14,500 - $25,700
2017	$17,600 - $28,800
2018	$22,100 - $34,900
2019	$24,500 - $39,200
2020	$27,600 - $32,400
2021	-
2022	$32,700 - $40,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	NT	NT	NT
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	-	-	-
2022	Good	Good	NT

Audi A4

The A4 has agile and very secure handling, a firm but supple ride, and first-rate interior quality. With the 2009 redesign the controls became overly complex and the rear seat grew a bit, though it was still tight. The 2.0-liter, turbocharged four-cylinder and slick eight-speed automatic returned a very respectable 25 mpg overall in our tests of an all-wheel-drive version. The 2017 redesign brought a seven-speed dual-clutch transmission mated to the turbo four-cylinder engine with even better fuel economy. The high-performance S4's 3.0-liter supercharged V6 was replaced by a turbo V6 in the 2018 redesign. The wagon version is called the Allroad. A freshening for 2020 brought a different infotainment system, moving from a rotary knob that interacts with a center screen, to a touchscreen. Changes for 2021 included wireless Apple CarPlay capability.

REDESIGN/FRESHENING:
2009, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability	⇊	●	↑	↑	↑	●	⇈	●	●	*
Engine, Major	⇊	⇊	↓	⇈	●	⇈	⇈	⇈	⇈	*
Engine Minor	⇊	↓	⇈	⇈	●	⇈	⇈	⇈	●	*
Engine Cooling	⇊	●	⇈	⇈	⇊	↑	⇈	⇈	⇈	*
Trans. Major	●	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	*
Trans. Minor	⇊	●	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Drive System	↑	↑	⇈	⇊	⇈	↓	↑	⇈	●	*
Fuel System	↑	●	⇈	⇈	↑	⇈	⇈	⇊	⇈	*
Electrical	↓	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Climate Syst.	↑	↑	↑	⇈	↓	↓	↑	●	⇈	*
Suspension	⇊	●	⇊	↓	●	↓	⇈	⇈	⇈	*
Brakes	⇈	↓	⇈	●	⇈	↑	↓	⇊	⇈	*
Exhaust	⇈	●	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	↑	↓	⇈	⇈	⇈	↑	⇈	⇈	⇈	*
Noises & Leaks	⇈	●	↓	↓	↑	↑	↓	⇈	⇈	*
Body Hardware	⇈	●	⇈	⇈	⇈	⇈	⇈	●	●	*
Power Equip.	⇈	↓	⇊	⇈	⇈	↑	⇈	⇈	⇈	*
In-Car Electr.	⇈	⇈	⇊	↑	↑	↓	↓	⇊	⇊	*

PRICES

2013	$9,700 - $14,100
2014	$11,700 - $15,200
2015	$13,700 - $16,200
2016	$15,900 - $17,500
2017	$18,300 - $24,000
2018	$22,100 - $29,300
2019	$23,800 - $32,900
2020	$28,200 - $46,600
2021	$32,100 - $50,600
2022	$35,400 - $54,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	⇈/⇈
2014	Good	Poor	⇈/⇈
2015	Good	Poor	⇈/⇈
2016	Good	Poor	⇈/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Audi A5 ✓

These coupes and convertibles are based on the A4, and have quiet, luxurious cabins with room for four. Although the rear seat is snug, it's one of the more comfortable when it comes to convertibles. The car drives well, with agile handling and a taut, compliant suspension. The A5 initially used a 3.2-liter V6 engine in the base model, while the S5 performance version featured a 4.2-liter V8. A turbocharged four-cylinder arrived in 2010, delivering ample power but sounding raspy. The V6 was dropped in 2013. The eight-speed automatic is super-smooth. The convertible has a shudder-free body structure and is almost devoid of wind buffeting, and the well-insulated soft top can be operated while driving at low speeds. The S5 uses a supercharged V6 and a seven-speed dual-clutch automatic. A new version came out in 2018. In addition to the coupe and convertible versions, the A5 is available as a four-door hatchback called the Sportback.

REDESIGN/FRESHENING:
2008, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	*	⇈	*	*	*	●	↑	*	⇈	*
Engine, Major	*	↓	*	*	*	⇈	⇈	*	⇈	*
Engine Minor	*	↑	*	*	*	⇈	⇈	*	⇈	*
Engine Cooling	*	↓	*	*	*	⇈	⇈	*	⇈	*
Trans. Major	*	⇈	*	*	*	⇈	⇈	*	⇈	*
Trans. Minor	*	⇈	*	*	*	⇈	⇈	*	⇈	*
Drive System	*	⇈	*	*	*	⇊	⇈	*	⇈	*
Fuel System	*	⇈	*	*	*	⇈	⇈	*	⇈	*
Electrical	*	⇈	*	*	*	⇈	⇈	*	⇈	*
Climate Syst.	*	↑	*	*	*	●	↑	*	⇈	*
Suspension	*	↑	*	*	*	⇈	⇈	*	⇈	*
Brakes	*	●	*	*	*	↓	⇊	*	⇈	*
Exhaust	*	⇈	*	*	*	⇈	⇈	*	⇈	*
Paint/Trim	*	⇈	*	*	*	⇈	⇈	*	⇈	*
Noises & Leaks	*	⇊	*	*	*	⇊	↓	*	⇈	*
Body Hardware	*	⇈	*	*	*	↓	⇈	*	⇈	*
Power Equip.	*	⇈	*	*	*	⇈	⇊	*	⇈	*
In-Car Electr.	*	⇈	*	*	*	●	↓	*	↓	*

PRICES

2013	$11,300 - $18,500
2014	$13,900 - $22,300
2015	$15,000 - $22,200
2016	$17,400 - $22,100
2017	$24,000 - $28,000
2018	$25,800 - $35,800
2019	$30,000 - $40,300
2020	$33,600 - $45,700
2021	$35,300 - $50,800
2022	$40,800 - $57,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

⇊ ↓ ◯ ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Audi A6

The A6 is a solid, luxurious, and agile sedan and its 2012 redesign made the car even better, with upgraded interior materials, a roomy cabin, super comfortable seats, and a slick eight-speed automatic, making it one of our favorite midsized luxury sedans. It's super-quiet and makes an excellent long-distance cruiser. We got a commendable 22 mpg overall with the V6. A 2.0-liter, turbocharged four-cylinder arrived in 2013, but it has a raspy, less-than-luxurious sound quality. Changes for 2016 included a new 252-hp, 2.0-liter turbo four-cylinder engine, standard LED headlights, and an updated infotainment system featuring an integrated hotspot and a 4G LTE connection. The 2019 redesign swapped the supercharged V6 for a turbocharged V6. The standard 2.0-liter, turbocharged four-cylinder and seven-speed dual-clutch automatic work great when driven with gusto, but suffer from a frustrating delay in stop-and-go traffic. The redesign also brought a new infotainment system.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2012, 2019	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	↑	↑	↑	⇊	◯	◯	⇊	*	*	*
Engine, Major	⇊	⇈	⇈	↓	⇊	↓	↑	*	*	*
Engine Minor	⇊	◯	⇊	⇊	◯	⇈	⇊	*	*	*
Engine Cooling	◯	⇈	⇈	⇊	◯	⇈	↑	*	*	*
Trans. Major	⇈	◯	⇈	⇈	⇈	⇈	⇈	*	*	*
Trans. Minor	◯	◯	⇈	↑	⇈	⇈	◯	*	*	*
Drive System	⇈	↑	◯	⇈	⇈	⇈	⇈	*	*	*
Fuel System	⇈	◯	⇈	⇊	↓	◯	⇈	*	*	*
Electrical	↑	⇈	↑	◯	⇈	⇈	↑	*	*	*
Climate Syst.	⇈	⇈	⇈	⇈	↓	⇈	⇈	*	*	*
Suspension	↑	↓	⇊	⇊	⇊	⇊	⇊	*	*	*
Brakes	↑	⇊	⇊	⇊	◯	⇊	⇊	*	*	*
Exhaust	⇈	◯	↓	↑	⇈	⇈	⇈	*	*	*
Paint/Trim	⇈	◯	⇈	⇈	⇊	⇈	⇈	*	*	*
Noises & Leaks	◯	⇈	↑	⇊	⇊	◯	↓	*	*	*
Body Hardware	⇈	⇈	⇈	⇈	⇈	⇈	↑	*	*	*
Power Equip.	⇈	⇊	⇈	⇈	⇈	⇈	⇊	*	*	*
In-Car Electr.	⇈	◯	◯	◯	⇊	↓	⇊	*	*	*

PRICES

2013	$9,600 - $13,700
2014	$10,200 - $17,400
2015	$12,900 - $18,600
2016	$16,600 - $24,400
2017	$19,700 - $31,700
2018	$22,700 - $33,200
2019	$29,800 - $42,900
2020	$35,000 - $47,600
2021	$38,800 - $53,900
2022	$48,900 - $63,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Audi A7

The coupelike A7 is lower and more firmly sprung than the A6 it's based on, sacrificing some comfort for sportiness. Getting in and out is a bit difficult, and visibility is somewhat hampered by the styling. But, it does have the cargo flexibility of a hatchback. Its 3.0-liter, supercharged V6 is mated to Audi's excellent eight-speed automatic. The interior is very luxurious and features an available head-up display that projects information on the windshield. The MMI interface adds a touchpad control for destination entry in the navigation system. A 2019 redesign kept the same swept-back profile as the previous generation. The base twin-turbo V6 was coupled to a seven-speed dual-clutch automatic and standard AWD. This engine also included a mild-hybrid system. Interior updates included two touchscreens that proved to be fairly easy to use. Fit and finish and seat comfort are superb. A smaller 2.0-liter turbo four-cylinder and more-powerful turbo V6 and V8 engines were also available.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2012, 2019	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.	AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$14,900 - $16,000
2014	$17,700 - $19,300
2015	$21,400 - $23,100
2016	$23,800 - $26,200
2017	$30,500 - $33,100
2018	$35,500 - $37,400
2019	$40,200 - $49,300
2020	$52,000 - $60,900
2021	$61,200 - $70,400
2022	$67,100 - $77,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT/⇈

Audi A8

Audi's flagship has always been comfortable, capable,, and replete with the latest safety gear. 2011 brought a significantly improved car. Handling became crisp, making the A8 one of the sportiest luxury sedans available, and the ride's firm yet supple. The standard all-wheel drive gives it good winter traction. The strong engines deliver smooth and effortless acceleration, yet attain commendable fuel economy. Interior ambience and quality of materials and craftsmanship is top-notch, with exceptionally comfortable and supportive front seats. The controls have a steep learning curve and the trunk is small for a car this size. The redesigned 2019 model featured a smooth, powerful turbocharged V6 engine that returned 21 mpg overall in our tests. The new infotainment system looked complex at first, but over time we found it both logical and intuitive to use. The ride is supremely comfortable, and handling is responsive. The front seats are comfortable; the rear seat has limo-like room.

REDESIGN/FRESHENING:
2011, 2019

SAFETY EQUIPMENT:
ABS, ESC, front- and rear- side, and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$15,100 - $23,800
2014	$18,300 - $29,700
2015	$21,500 - $36,400
2016	$25,900 - $44,300
2017	$30,100 - $33,000
2018	$36,300 - $38,600
2019	$50,000 - $50,000
2020	$57,400 - $63,700
2021	$64,500 - $72,900
2022	$72,200 - $72,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Audi E-Tron

This all-electric luxury midsized SUV is a treat to drive. It has standard all-wheel drive, a luxurious cabin, and a healthy list of advanced safety features. The E-Tron's 95-kWh battery gives it an EPA-estimated range of 204 miles, which trails its peers. It's quick and super quiet, which makes the E-Tron glide along smoothly and effortlessly. However, it takes 13 hours to charge the E-Tron from near empty through a 240-volt connector. The standard air suspension gives the Audi a super comfortable ride. While the E-Tron has responsive handling, it isn't as nimble as the Jaguar I-Pace. The cabin is dominated by two large touch screens, which we found to be daunting at first but ultimately manageable. The E-Tron GT is essentially an Audi version of the Porsche Taycan. A hatchback/coupe version called the Sportback was added for 2020. For 2021, the EPA range was bumped to 222 miles.

REDESIGN/FRESHENING:
2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability							↓	*	*	*
Engine, Major							⇊	*	*	*
Engine Minor							⇊	*	*	*
Engine Cooling							⇈	*	*	*
Trans. Major							⇈	*	*	*
Trans. Minor							⇈	*	*	*
Drive System							⇈	*	*	*
Fuel System							⇈	*	*	*
Electrical							↑	*	*	*
Climate Syst.							⇈	*	*	*
Suspension							⇈	*	*	*
Brakes							⇈	*	*	*
Exhaust							⇈	*	*	*
Paint/Trim							⇈	*	*	*
Noises & Leaks							⇈	*	*	*
Body Hardware							⇈	*	*	*
Power Equip.							↑	*	*	*
In-Car Electr.							⇊	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	$48,900 - $52,100
2020	$58,600 - $62,900
2021	$55,900 - $68,900
2022	$61,300 - $87,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Audi Q3 ✓

Slotted below the Q5, the Q3 manages to deliver a similarly premium driving experience but in a shorter package. The energetic 200-hp, 2.0-liter turbo four-cylinder is mated to a conventional six-speed automatic, and returned 22 mpg overall in our tests. This is a quiet SUV with a firm, comfortable ride and responsive handling. The cabin shows thoughtful attention to detail. Demerits include the tight quarters and controls that take some getting used to. 2017 brought a revised four-cylinder turbo engine. A 2019 redesign gave the Q3 more power and it gets 23 mpg overall on regular fuel. Handling is sharp and predictable, and the ride skews firm. All-wheel drive is standard. The uncluttered dashboard features well-labeled buttons and an easy-to-use touchscreen. Fit and finish is very good, the front seats are supportive, and the rear seat is roomy. For 2021, a top-view camera, helpful in parking maneuvers, became optional.

REDESIGN/FRESHENING:
2015, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability			*	⇈	*	⇈	*	↑	!	*
Engine, Major			*	⇈	*	⇈	*	⇈	⇈	*
Engine Minor			*	↑	*	↑	*	⇈	↓	*
Engine Cooling			*	⇈	*	⇈	*	⇈	↓	*
Trans. Major			*	⇈	*	⇈	*	⇈	⇈	*
Trans. Minor			*	⇈	*	⇈	*	⇈	⇈	*
Drive System			*	⇈	*	⇈	*	⇈	⇈	*
Fuel System			*	⇈	*	⇊	*	⇈	⇈	*
Electrical			*	↓	*	↑	*	⇈	⇈	*
Climate Syst.			*	!	*	↑	*	⇈	⇈	*
Suspension			*	⇈	*	⇈	*	⇈	⇈	*
Brakes			*	↑	*	↑	*	⇊	⇊	*
Exhaust			*	⇈	*	⇈	*	⇈	⇈	*
Paint/Trim			*	⇈	*	⇈	*	⇈	⇈	*
Noises & Leaks			*	!	*	⇈	*	⇊	⇊	*
Body Hardware			*	⇈	*	⇈	*	⇈	⇈	*
Power Equip.			*	!	*	⇈	*	!	⇈	*
In-Car Electr.			*	⇈	*	↓	*	!	!	*

PRICES

2013	-
2014	-
2015	$14,500 - $16,800
2016	$17,300 - $19,200
2017	$18,400 - $22,500
2018	$21,600 - $24,500
2019	$26,000 - $31,700
2020	$29,200 - $34,200
2021	$30,600 - $33,800
2022	$33,700 - $37,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Audi Q5

The Q5's handling is agile and sporty, among the best for an SUV. It has a steady, supple ride and excellent braking. The 3.2-liter V6 provides generous power and returns 19 mpg overall. 2011 brought a four-cylinder engine and an eight speed automatic that returned 21 mpg overall in our tests. The interior is commendably quiet, but rear seat room and cargo space are modest. Controls take some getting used to. Turbodiesel and hybrid versions are available. The redesigned 2018 model included a new seven-speed dual-clutch automatic and a revised 2.0-liter turbo four-cylinder. This powerful combo returned a good 24 mpg overall in. Fit and finish is impressive, and the seats are comfortable and supportive. Changes for 2020 year included standard high-beam assist, and an available plug-in hybrid with a claimed electric range of 20 miles. For 2021, the Q5 got a freshening with a modest power boost, a coupe-like Sportback version, and more standard advanced safety features.

REDESIGN/FRESHENING:
2009, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	!	!	!	!	!	!	↑	!	↓	↑
Engine, Major	↓	⇊	↑	↑	⇊	↓	⇈	↑	⇈	⇈
Engine Minor	↑	!	↓	↓	⇊	↓	!	⇈	!	⇈
Engine Cooling	⇈	↑	⇈	⇊	⇈	!	↑	⇈	⇈	⇈
Trans. Major	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	↑	⇈
Trans. Minor	⇈	⇈	↑	⇈	⇈	⇈	↑	⇈	↑	⇈
Drive System	⇈	!	⇊	!	!	⇈	!	!	↑	⇈
Fuel System	⇊	⇊	⇊	↓	⇈	↓	↑	⇈	↑	⇈
Electrical	↓	⇈	↑	!	↑	↑	⇈	↑	!	⇈
Climate Syst.	↓	↑	!	↑	↓	↑	↓	!	⇊	⇈
Suspension	⇊	!	⇊	↑	⇊	!	↑	↑	⇈	⇈
Brakes	⇈	↑	↓	!	↓	!	⇈	⇈	!	⇈
Exhaust	↓	↓	↑	⇊	⇈	⇈	⇈	⇈	⇈	↑
Paint/Trim	⇈	⇈	↑	⇈	⇈	⇈	⇈	↑	⇈	↑
Noises & Leaks	↑	↑	⇊	↓	⇊	↑	!	⇈	↓	⇈
Body Hardware	⇈	⇈	⇈	!	⇈	↑	⇈	↑	↑	↑
Power Equip.	↓	⇊	↑	⇈	⇈	!	↑	!	!	↑
In-Car Electr.	⇈	↑	↓	!	↑	!	!	↑	⇊	↓

PRICES

2013	$11,600 - $16,000
2014	$13,100 - $19,100
2015	$15,500 - $21,500
2016	$17,500 - $24,500
2017	$19,900 - $28,900
2018	$24,300 - $33,800
2019	$28,000 - $41,100
2020	$31,100 - $46,800
2021	$35,500 - $56,800
2022	$39,600 - $61,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Audi Q7

Audi's midsized luxury SUV has superb interior fit and finish and a quiet cabin, but the MMI driver-interaction system can be confusing. A powerful supercharged V6 was the primary engine. The 2017 redesign made the Q7 an impressive vehicle. The supercharged V6 and the smooth eight-speed automatic combined for effortless acceleration and 20 mpg overall in our tests. The SUV is very quiet, instilling a sense of tranquility. The ride has an underlying firmness. The beautifully finished interior exudes luxury. A freshening for 2020 brought a new infotainment system. With its optional turbo V6 the Q7 is quick, quiet and effortless. Agile handling and a beautiful interior complete the package. A 2.0-liter turbo engine is standard. The optional air suspension gives the big SUV a plush ride. Handling is responsive and confidence-inspiring. The first- and second-row seats are comfortable, but the third row is tight. A sleek dual-screen infotainment system looks initially daunting but turns out to be manageable after some practice.

REDESIGN/FRESHENING:
2007, 2017, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB standard from 2017, BSW and RCTW from 2021.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	**'20**	'21	'22
Overall Reliability	*	*	*	*	⇊	●	↑	*	●	*
Engine, Major	*	*	*	*	⇊	↑	↑	*	⇈	*
Engine Minor	*	*	*	*	⇊	↑	↑	*	⇈	*
Engine Cooling	*	*	*	*	⇊	⇈	↑	*	⇈	*
Trans. Major	*	*	*	*	↑	⇈	⇈	*	⇈	*
Trans. Minor	*	*	*	*	↑	⇈	⇈	*	⇈	*
Drive System	*	*	*	*	⇊	↓	⇈	*	⇈	*
Fuel System	*	*	*	*	↑	⇈	⇈	*	⇈	*
Electrical	*	*	*	*	●	⇈	↑	*	⇈	*
Climate Syst.	*	*	*	*	⇊	●	●	*	↓	*
Suspension	*	*	*	*	⇊	⇈	↑	*	●	*
Brakes	*	*	*	*	⇊	⇊	↑	*	↑	*
Exhaust	*	*	*	*	⇈	↑	⇈	*	⇈	*
Paint/Trim	*	*	*	*	↑	⇈	⇈	*	↑	*
Noises & Leaks	*	*	*	*	⇊	↓	↓	*	⇈	*
Body Hardware	*	*	*	*	↑	⇈	↑	*	⇈	*
Power Equip.	*	*	*	*	↑	⇊	↑	*	↑	*
In-Car Electr.	*	*	*	*	⇊	●	⇈	*	⇊	*

PRICES

2013	$11,900 - $15,500
2014	$13,900 - $17,500
2015	$15,900 - $19,800
2016	$18,900 - $21,800
2017	$23,100 - $26,800
2018	$27,000 - $33,400
2019	$31,000 - $39,900
2020	$41,500 - $53,700
2021	$45,300 - $58,800
2022	$49,700 - $64,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	NT	NT	NT
2017	Good	Good	NT
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	NT/⇈
2021	Good	Good	NT/⇈
2022	Good	Good	NT

Audi TT

The TT coupe and convertible have always been a bit more about style than outright performance, except for the top trims. The 2008 redesign gave it crisper handling and a less punishing ride. Interior materials and details improved, and the 2.0-liter turbo four-cylinder and automated-manual gearbox make up a punchy powertrain that sounds good and adds to the cars sporty character. The 2016 redesign featured a slick interior, an all-digital instrument panel, and a 220-hp, 2.0-liter four-cylinder, while the TTS featured a 292 hp version. The six-speed automated manual transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, diving into corners with enthusiasm and a dash of steering feedback. The ride is firm, but not punishing, and noise is kept at bay. For 2018, a new 400-hp, 2.5-liter 5-cylinder turbo RS performance version joined the line.

REDESIGN/FRESHENING:
2008, 2016

SAFETY EQUIPMENT:
ABS, ESC, and side air bags standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$16,400 - $30,200
2014	$18,200 - $24,300
2015	$19,400 - $26,700
2016	$24,600 - $28,900
2017	$28,600 - $32,700
2018	$31,000 - $48,000
2019	$35,100 - $54,800
2020	$39,000 - $60,500
2021	$43,000 - $65,400
2022	$46,800 - $70,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

BMW 2 Series

The small 2 Series, available as both coupe and convertible, replaced the 1 Series for 2014. It has razor-sharp handling and a sense of immediacy that is unlike other recent BMWs, which seem to focus more on luxury and comfort. The 228i comes with a 240-hp 2.0-liter four-cylinder while the up-level M235i we tested has a terrific 320-hp, 3.0-liter turbo six-cylinder. Transmission choices are a six-speed manual or eight-speed automatic. The excellent front seats are surrounded with ample space, but the rear seats remain very cramped. Interior appointments are first rate but this version of the iDrive infotainment system is a bit of a pain to learn and use. A sportier, more-powerful M2 version arrived in 2016. Updates for 2017 brought a change in nomenclature, with the base 228i becoming the 230i and powered by a 248-hp, 2.0-liter four-cylinder engine. In 2020 the Gran Coupe 4-door arrived, based on a different, less performance-oriented platform.

REDESIGN/FRESHENING:
2014, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability		*	*	⇈	⇊	⇈	*	*	*	*
Engine, Major		*	*	⇈	⇊	⇈	*	*	*	*
Engine Minor		*	*	⇈	⇊	⇈	*	*	*	*
Engine Cooling		*	*	⇈	⇊	⇈	*	*	*	*
Trans. Major		*	*	⇈	⇈	⇈	*	*	*	*
Trans. Minor		*	*	⇈	⇈	⇈	*	*	*	*
Drive System		*	*	⇈	⇊	⇈	*	*	*	*
Fuel System		*	*	↓	⇈	⇈	*	*	*	*
Electrical		*	*	⇈	⇈	⇈	*	*	*	*
Climate Syst.		*	*	⇈	↓	⇈	*	*	*	*
Suspension		*	*	↓	⇊	⇈	*	*	*	*
Brakes		*	*	↓	↑	⇈	*	*	*	*
Exhaust		*	*	⇈	!	⇈	*	*	*	*
Paint/Trim		*	*	⇈	⇈	⇈	*	*	*	*
Noises & Leaks		*	*	⇈	⇈	⇈	*	*	*	*
Body Hardware		*	*	⇈	⇈	⇈	*	*	*	*
Power Equip.		*	*	!	⇈	↓	*	*	*	*
In-Car Electr.		*	*	⇊	↑	↑	*	*	*	*

PRICES

2013	-
2014	$12,700 - $18,300
2015	$14,300 - $21,500
2016	$16,700 - $25,400
2017	$20,000 - $30,200
2018	$23,500 - $34,300
2019	$26,600 - $38,500
2020	$29,300 - $41,400
2021	$31,200 - $45,700
2022	$34,800 - $47,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	Good	Good	NT
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	NT	NT	NT

BMW 2 Series Gran Coupe

Don't be misled into thinking the 2 Series Gran Coupe is simply a four-door version of the 2 Series. The Gran Coupe rides on a completely different, less performance-oriented platform that it shares with the X1 and X2 small SUVs. Nonetheless, it packs a healthy level of BMW DNA and will put a grin on a driver's face when the road gets twisty. The Gran Coupe's front-wheel-drive-based design shows its limitations only when the car is pushed to its limits. The standard 228-hp, 2.0-liter turbo four-cylinder delivers eager power through a responsive eight-speed automatic. Ride comfort is on the stiff side. The rear seat is cramped, and access is awkward. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								*	*	*
Engine, Major								*	*	*
Engine Minor								*	*	*
Engine Cooling								*	*	*
Trans. Major								*	*	*
Trans. Minor								*	*	*
Drive System								*	*	*
Fuel System								*	*	*
Electrical								*	*	*
Climate Syst.								*	*	*
Suspension								*	*	*
Brakes								*	*	*
Exhaust								*	*	*
Paint/Trim								*	*	*
Noises & Leaks								*	*	*
Body Hardware								*	*	*
Power Equip.								*	*	*
In-Car Electr.								*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT

BMW 3 Series ✓

No matter which 3 Series you choose, the compliant ride, punchy engine, and refined suspension make it a car that defines a sports sedan. For 2012, the 3 Series grew larger and softer, more comfortable and fuel efficient, but a little less fun. However, the interior grew plusher and more high tech. Hybrid and diesel versions were offered. Changes for 2016 included a new 3.0-liter six-cylinder gas engine for the top trim 340i. Other updates included an enhanced suspension and redesigned electric power steering system. For 2017, BMW introduced new four-cylinder engines and updated the iDrive infotainment system. The 2019 redesign improved handling and fuel economy. Handling is nimble, but the ride is firm. Seat comfort and fit and finish are first rate. The iDrive infotainment system is logical to use once mastered. The M340i, powered by a 3.0-liter turbo six-cylinder, and the 330e plug-in hybrid arrived in 2020.

REDESIGN/FRESHENING:
2012, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	○	↓	○	⇈	⇈	⇈	○	↑	↑	⇈
Engine, Major	↓	⇊	○	↑	↑	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇊	⇊	⇊	↑	⇈	↑	⇈	⇈	⇈	⇈
Engine Cooling	○	↑	↓	⇈	○	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	○	↑	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇈	⇊	○	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇊	⇊	⇊	↑	↑	↑	↓	⇈	↑	⇈
Electrical	⇊	↓	↑	⇈	⇈	↑	⇈	⇈	○	⇈
Climate Syst.	⇈	○	○	⇈	↓	⇊	↓	⇈	⇈	⇈
Suspension	↑	⇊	↑	↑	⇈	↑	↓	↑	⇈	⇈
Brakes	○	○	⇈	↑	↓	↑	⇊	⇊	⇈	⇈
Exhaust	⇈	⇊	↑	⇈	⇈	↑	⇈	⇈	⇈	⇈
Paint/Trim	↑	○	○	↑	⇈	↑	⇈	⇈	↑	⇈
Noises & Leaks	○	↓	⇊	⇈	↓	⇈	⇊	○	⇊	⇈
Body Hardware	↑	⇊	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Power Equip.	↓	⇊	↓	⇈	⇈	⇈	↑	⇈	○	⇈
In-Car Electr.	⇈	↑	↑	↑	⇈	⇈	⇊	⇈	↑	⇈

PRICES

2013	$10,000 - $17,100
2014	$11,800 - $16,300
2015	$13,000 - $17,900
2016	$14,800 - $21,400
2017	$17,500 - $25,400
2018	$20,800 - $31,000
2019	$29,600 - $35,100
2020	$31,700 - $42,400
2021	$34,800 - $47,500
2022	$38,400 - $51,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	↑/⇈
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

BMW 4 Series

The 4 Series is plush and comfortable, and sits lower and wider than its 3 Series sedan brethren. They are more well-mannered touring cars than sportsters, yet they're quite capable. Handling is taut, the ride is steady and compliant, and the interior is plush. The rear seat is relatively spacious. The turbocharged, 2.0-liter four-cylinder engine is sparing with fuel; the 3.0-liter, six-cylinder turbo is super smooth and delivers effortless punch, which makes the 440i a treat to drive. All-wheel drive is optional. The convertible version uses a retractable hardtop that can be operated at slow speeds. The ultra-high-performance M4 is a track-ready version. The redesigned 2021 BMW 4 Series shares most components with the 3 Series. Two turbo engines are available: a 255-hp, 2.0-liter four-cylinder and a 382-hp, 3.0-liter six-cylinder that uses a 48-volt mild-hybrid setup to support accessories without hurting fuel consumption.

REDESIGN/FRESHENING:
2014, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	'19	'20	**'21**	'22
Overall Reliability		*	⇈	○	⇈	○	○	○	↑	*
Engine, Major		*	⇈	⇊	↓	○	⇈	○	⇈	*
Engine Minor		*	↑	↓	⇈	○	○	○	⇈	*
Engine Cooling		*	⇈	⇈	↓	⇊	○	○	⇈	*
Trans. Major		*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Trans. Minor		*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Drive System		*	↑	⇈	⇈	○	⇈	⇈	⇈	*
Fuel System		*	○	⇊	⇈	⇈	⇈	⇈	⇈	*
Electrical		*	⇈	⇊	⇈	⇈	⇈	○	⇈	*
Climate Syst.		*	⇈	⇊	⇈	⇈	⇈	⇈	⇊	*
Suspension		*	○	↑	⇈	⇈	⇊	⇈	⇈	*
Brakes		*	⇈	↓	⇈	↓	○	⇈	⇈	*
Exhaust		*	↑	⇈	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim		*	⇊	⇈	⇈	○	○	⇈	⇈	*
Noises & Leaks		*	↑	↓	⇈	⇈	⇊	⇈	⇈	*
Body Hardware		*	⇈	⇈	⇈	⇈	⇊	⇈	⇈	*
Power Equip.		*	⇊	⇈	↓	⇈	⇈	⇈	⇈	*
In-Car Electr.		*	○	⇈	↑	⇈	⇈	⇈	○	*

PRICES

2013	-
2014	$15,400 - $19,600
2015	$17,200 - $23,200
2016	$18,800 - $25,600
2017	$21,800 - $31,300
2018	$24,800 - $34,700
2019	$28,500 - $40,000
2020	$31,300 - $44,300
2021	$41,300 - $60,300
2022	$43,400 - $65,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

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BMW 5 Series

With its 2011 redesign the 5 Series grew larger and gained an elegant and composed ride, but it lost some of its handling precision. Interior room, refinement, and fuel efficiency all improved. Fit and finish is excellent, the engines are powerful, and the eight-speed automatic shifts smoothly. The cabin is comfortable and roomy with excellent seats. The iDrive infotainment system takes some getting used to, but is logical to use. The 2017 redesign brought updated engines with better fuel economy, improvements to iDrive system, and marginally more interior room. It's still a remarkably satisfying car, but more plush and luxurious than fun-to-drive. The 530i we tested rides comfortably and handles responsively. Its turbo four-cylinder engine is paired with a smooth eight-speed automatic transmission and returns an impressive 26 mpg overall. For 2021 the 5 Series got a mild freshening that brought an updated iDrive infotainment system. The 530e plug-in hybrid added power and the 540i got a mild hybrid set up.

REDESIGN/FRESHENING:
2011, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	⏬	●	🔽	🔼	🔼	🔽	●	●	●	●
Engine, Major	⏬	🔼	⏬	⏬	⏫	🔼	⏬	⏫	⏫	⏫
Engine Minor	🔽	⏬	⏬	🔽	⏫	⏫	⏫	⏫	⏫	⏫
Engine Cooling	⏬	⏫	⏬	⏫	⏫	⏫	●	⏫	⏫	⏫
Trans. Major	🔽	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏫	🔼	⏫	🔼	⏫	🔼	⏫	⏫	⏫	⏫
Drive System	⏬	⏬	⏬	⏫	⏫	●	🔼	⏬	⏫	⏫
Fuel System	⏬	⏬	🔼	⏫	⏫	🔽	⏫	⏫	🔽	⏬
Electrical	🔽	●	🔽	⏬	⏫	⏫	●	⏫	⏫	🔽
Climate Syst.	⏬	⏬	🔽	⏫	⏬	⏬	●	⏬	⏫	🔽
Suspension	⏬	●	🔽	⏬	⏬	⏫	●	⏫	⏫	⏫
Brakes	🔼	⏫	🔼	⏫	⏫	⏬	●	⏫	●	⏫
Exhaust	🔼	⏫	⏫	●	⏫	🔼	⏫	⏫	⏫	⏫
Paint/Trim	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Noises & Leaks	●	🔽	🔼	⏬	⏫	⏫	⏫	⏫	⏫	⏫
Body Hardware	⏫	⏬	⏫	⏫	⏫	⏬	●	⏫	🔽	⏫
Power Equip.	🔼	⏫	⏫	🔼	⏫	⏬	🔽	●	●	⏫
In-Car Electr.	●	●	🔼	⏫	🔼	⏫	⏬	⏬	🔽	●

PRICES

2013	$9,500 - $12,700
2014	$12,500 - $16,800
2015	$14,500 - $18,700
2016	$17,300 - $22,800
2017	$23,000 - $27,000
2018	$25,800 - $37,700
2019	$29,200 - $45,600
2020	$33,900 - $50,200
2021	$42,200 - $59,800
2022	$47,400 - $68,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	🔼/⏫
2014	Good	Marg.	🔼/⏫
2015	Good	Marg.	🔼/⏫
2016	Good	Marg.	🔼/⏫
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT

BMW 6 Series

The 6 Series coupe, convertible, and four-door Gran Coupe share a platform with the 5 Series. The standard 4.4-liter V8 is smooth and punchy, and handling is agile. But the ride can be choppy. A redesign for 2012 brought the four-door Grand Coupe along with power from a 3.0-liter, turbo six-cylinder or a 4.4-liter V8 mated to an eight-speed automatic or a six-speed manual. The V8 delivers ferocious acceleration and an invigorating exhaust note. Handling is much sharper than the 5 Series, making this more of a driver's car than its predecessor. The M version is even more performance oriented. 2019 was the final year for the big 6 Series.

REDESIGN/FRESHENING:
2012

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*			
Engine, Major	*	*	*	*	*	*	*			
Engine Minor	*	*	*	*	*	*	*			
Engine Cooling	*	*	*	*	*	*	*			
Trans. Major	*	*	*	*	*	*	*			
Trans. Minor	*	*	*	*	*	*	*			
Drive System	*	*	*	*	*	*	*			
Fuel System	*	*	*	*	*	*	*			
Electrical	*	*	*	*	*	*	*			
Climate Syst.	*	*	*	*	*	*	*			
Suspension	*	*	*	*	*	*	*			
Brakes	*	*	*	*	*	*	*			
Exhaust	*	*	*	*	*	*	*			
Paint/Trim	*	*	*	*	*	*	*			
Noises & Leaks	*	*	*	*	*	*	*			
Body Hardware	*	*	*	*	*	*	*			
Power Equip.	*	*	*	*	*	*	*			
In-Car Electr.	*	*	*	*	*	*	*			

PRICES

2013	$16,000 - $18,100
2014	$18,300 - $21,100
2015	$21,000 - $26,700
2016	$23,500 - $31,400
2017	$28,500 - $40,100
2018	$31,300 - $50,700
2019	$35,400 - $55,700
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	-	-	-
2021	-	-	-
2022	-	-	-

BMW 7 Series

BMW's top-of-the-line sedan has first class accommodations, with comfortable seats and abundant features. But handling lacked agility, and the 750Li we tested didn't shine at its limits. The ride is steady and supple but not that cushy. The turbo V8 is smooth, refined, and punchy. On the plus side, the roomy cabin is super-quiet and impeccably finished, and seat comfort is tops. A much improved 2016 redesign brought more agile handling and lots of high-tech gizmos. The big 7's ride is impressively steady. It also has a silky-smooth powertrain, and a sumptuous cabin. The base 740i is powered by a 3.0-liter, turbo six-cylinder engine. Our tested 750i came with a polished and punchy 445-hp, 4.4-liter turbocharged V8 and all-wheel drive. This combination returned a commendable 21 mpg overall (on premium fuel). Although the controls have a steep learning curve, they prove logical once mastered.

REDESIGN/FRESHENING:
2009, 2016, 2023

SAFETY EQUIPMENT:
ABS, ESC, front-side and head protection air bags std. Rear side air bags avail. FCW, AEB, and BSW std. from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$12,400 - $21,500
2014	$16,000 - $25,800
2015	$18,800 - $30,900
2016	$25,500 - $28,000
2017	$29,700 - $47,900
2018	$34,300 - $57,800
2019	$37,500 - $69,700
2020	$44,300 - $89,100
2021	$59,000 - $108,900
2022	$71,900 - $123,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

BMW i3

BMW's i3 four-seat electric car works best for urban use. It has a short electric driving range and even long drives require frequent refueling stops due to the small gas tank for the range extending gas engine. The electric drive produces the equivalent of 170 hp. An optional two-cylinder engine acts as a generator to extend the range beyond the 72 miles, to about 150 total. Charge times are 4.5 hours on 240-volt circuit. Despite its tall stance the car is very agile. It feels quick and easy to maneuver, but the ride is rather stiff. The pronounced deceleration when lifting off the gas pedal takes some getting used to. 2017 brought a larger 33 kWh battery (up from 22 kWh) and the fuel tank in models with the range extender engine grew to 2.4 gallons. Still a long trip in the i3 is a nuisance. In 2019 a larger 42 kWh battery improved range to 153 miles. 2021 was the i3's final year.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability		*	*	*	*	*	*	*	*	
Engine, Major		*	*	*	*	*	*	*	*	
Engine Minor		*	*	*	*	*	*	*	*	
Engine Cooling		*	*	*	*	*	*	*	*	
Trans. Major		*	*	*	*	*	*	*	*	
Trans. Minor		*	*	*	*	*	*	*	*	
Drive System		*	*	*	*	*	*	*	*	
Fuel System		*	*	*	*	*	*	*	*	
Electrical		*	*	*	*	*	*	*	*	
Climate Syst.		*	*	*	*	*	*	*	*	
Suspension		*	*	*	*	*	*	*	*	
Brakes		*	*	*	*	*	*	*	*	
Exhaust		*	*	*	*	*	*	*	*	
Paint/Trim		*	*	*	*	*	*	*	*	
Noises & Leaks		*	*	*	*	*	*	*	*	
Body Hardware		*	*	*	*	*	*	*	*	
Power Equip.		*	*	*	*	*	*	*	*	
In-Car Electr.		*	*	*	*	*	*	*	*	

PRICES

2013	-
2014	$11,000 - $13,300
2015	$12,300 - $14,600
2016	$13,600 - $16,000
2017	$15,100 - $20,000
2018	$21,200 - $26,500
2019	$26,100 - $32,000
2020	$31,300 - $37,600
2021	$36,300 - $43,200
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	-	-	-

⇊ ↓ ○ ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

BMW X1

The X1 is a compact five-seat SUV smaller than the X3. The base turbo four-cylinder and eight-speed automatic provide quick acceleration, and is available with rear- or all-wheel drive. It feels quite sporty to drive, but ride comfort is on the stiff side and the sharp and communicative steering feels heavy at low speeds. Noise isolation and interior quality are decent. A used X1 is a viable alternative to a new small SUV that's more fun-to-drive for the same price. The second-generation's lower ride height makes it feel almost like driving a sedan, although its ride and handling are more ordinary than sporty. Road noise is rather noticeable. The interior is typical BMW, with high-quality materials and switchgear. The front seats are rather short and flat, however, while rear-seat passengers hit their shins against the backs for the front seats. The 2020 model got a mild freshening that included an electronic gear selector.

REDESIGN/FRESHENING:
2013, 2016, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Front; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	↑	*	↓	*	*	*	*
Engine, Major	*	*	*	⇈	*	⇈	*	*	*	*
Engine Minor	*	*	*	○	*	⇊	*	*	*	*
Engine Cooling	*	*	*	⇈	*	⇈	*	*	*	*
Trans. Major	*	*	*	⇈	*	⇈	*	*	*	*
Trans. Minor	*	*	*	⇈	*	⇈	*	*	*	*
Drive System	*	*	*	↓	*	⇈	*	*	*	*
Fuel System	*	*	*	⇈	*	⇈	*	*	*	*
Electrical	*	*	*	⇈	*	⇊	*	*	*	*
Climate Syst.	*	*	*	↑	*	⇊	*	*	*	*
Suspension	*	*	*	⇈	*	⇈	*	*	*	*
Brakes	*	*	*	↓	*	⇊	*	*	*	*
Exhaust	*	*	*	⇈	*	⇈	*	*	*	*
Paint/Trim	*	*	*	⇊	*	⇈	*	*	*	*
Noises & Leaks	*	*	*	⇊	*	⇊	*	*	*	*
Body Hardware	*	*	*	⇊	*	⇈	*	*	*	*
Power Equip.	*	*	*	⇊	*	⇈	*	*	*	*
In-Car Electr.	*	*	*	⇈	*	⇊	*	*	*	*

PRICES

2013	$8,800 - $10,300
2014	$10,300 - $12,400
2015	$11,700 - $14,200
2016	$17,200 - $17,200
2017	$18,500 - $19,700
2018	$22,000 - $22,800
2019	$24,700 - $26,100
2020	$26,700 - $27,800
2021	$30,800 - $31,900
2022	$33,000 - $34,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	NT
2014	Good	Marg.	NT
2015	Good	Marg.	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

BMW X2

The BMW X2 is designed to appeal to style-conscious customers who want a sporty-looking SUV but don't mind sacrificing interior space. Based on the X1, the lower, shorter X2 feels more like driving a car than an SUV. Its power comes from a gutsy 228-hp, turbocharged four-cylinder engine that's mated to a smooth eight-speed automatic transmission. Fuel economy is decent for the class at 25 mpg overall, albeit on premium gas. Front- and all-wheel drive are available. The ride is a bit stiff, but handling is sharp and engaging, making the X2 enjoyable to drive. The cabin is well made if a bit austere, with comfortable front seats and logical controls. Outward visibility is hurt by the sleek styling. The 2019 model year brought a sporty M35i version with 302 horsepower and standard all-wheel-drive. For 2020, the X2 got a new electronic gear selector. Neither BSW nor RCTW are available.

REDESIGN/FRESHENING:
2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability						*	*	*	*	*
Engine, Major						*	*	*	*	*
Engine Minor						*	*	*	*	*
Engine Cooling						*	*	*	*	*
Trans. Major						*	*	*	*	*
Trans. Minor						*	*	*	*	*
Drive System						*	*	*	*	*
Fuel System						*	*	*	*	*
Electrical						*	*	*	*	*
Climate Syst.						*	*	*	*	*
Suspension						*	*	*	*	*
Brakes						*	*	*	*	*
Exhaust						*	*	*	*	*
Paint/Trim						*	*	*	*	*
Noises & Leaks						*	*	*	*	*
Body Hardware						*	*	*	*	*
Power Equip.						*	*	*	*	*
In-Car Electr.						*	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	$24,500 - $25,500
2019	$27,400 - $33,500
2020	$30,000 - $36,900
2021	$33,100 - $40,200
2022	$35,000 - $42,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT

BMW X3

The second-generation X3 impressed us with its sporty handling, a firm but compliant ride, seamless eight-speed automatic, and roomier, nicely-finished interior. For 2012 a four-cylinder turbo became the base engine, and it returned 23 mpg overall in our tests. The front seats are very supportive and the rear seat is quite hospitable. Controls have a learning curve but ultimately prove logical. Make sure you get an X3 that came with the optional rear-view camera, otherwise reversing can be tricky. BMW redesigned the X3 for 2018. The new model is super quiet inside, with impeccable fit and finish. Handling is responsive, and the ride is firm yet absorbent. Most X3s are the 30i version, which is powered by a 248-hp, 2.0-liter turbo four-cylinder that delivers quick acceleration and returned 24 mpg overall in our tests. The up-level M40i gets a 382-hp turbo six-cylinder. A rear-wheel drive sDrive30i is available. The 2020 model received an updated version of iDrive, which takes time to master.

REDESIGN/FRESHENING:
2011, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	⇊	⇊	!	!	!	!	!	!	↑	↑
Engine, Major	⇊	⇊	!	↑	⇈	↑	!	!	⇈	⇈
Engine Minor	⇊	⇊	↓	!	↓	⇊	↑	↑	↓	⇈
Engine Cooling	⇊	⇊	⇈	↑	⇈	↓	↑	⇈	⇈	⇈
Trans. Major	!	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	↓	↑	⇈	⇈	!	⇈	↑	↑	⇈	⇈
Drive System	⇊	⇊	⇊	⇊	↑	↑	↑	⇈	⇈	↑
Fuel System	⇊	⇊	↑	⇊	↓	⇈	⇈	⇈	⇈	⇈
Electrical	⇊	⇊	!	↑	⇈	!	!	!	↑	⇈
Climate Syst.	⇈	!	↑	↓	⇊	⇊	!	!	↑	⇈
Suspension	↓	⇊	⇈	!	⇊	↑	⇈	↑	⇈	⇈
Brakes	!	⇊	⇈	!	⇈	↑	!	⇊	⇈	⇈
Exhaust	!	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇊	↓	⇈	⇈	⇈	↑	⇈	!	⇈	⇈
Noises & Leaks	⇊	⇊	!	⇈	⇊	!	↑	!	⇈	⇈
Body Hardware	!	!	⇈	⇈	⇈	↑	⇈	↑	⇈	⇈
Power Equip.	⇊	⇈	⇊	↓	↑	↑	!	↑	⇈	↑
In-Car Electr.	↓	↑	↓	⇈	⇊	⇊	!	↓	↑	↓

PRICES

2013	$10,600 - $12,500
2014	$12,600 - $14,800
2015	$15,200 - $16,600
2016	$17,200 - $19,600
2017	$19,500 - $23,300
2018	$27,100 - $32,900
2019	$29,000 - $37,600
2020	$31,600 - $57,000
2021	$35,500 - $60,000
2022	$41,200 - $70,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	⇈/⇈
2016	Good	NT	⇈/⇈
2017	Good	NT	⇈/⇈
2018	Good	Good	NT
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

BMW X4

Emphasizing sport over utility, the X4 is a coupelike variant of the X3. It's agile, rides tautly, and has a beautifully trimmed cabin. Front and rear seats are lowered to keep passengers' heads from hitting the low roof, and the cargo space shrinks considerably under the sloping rear hatch, making it a less practical SUV. Engine choices are a 240-hp, 2.0-liter turbo four-cylinder and a 300-hp, 3.0-liter turbo six-cylinder that is particularly smooth and powerful. Both engines are mated to an eight-speed automatic transmission, and all-wheel drive is standard. Optional 19-inch tires make the ride a bit too jiggly. The overall size of the X4 increased with the 2019 redesign along with an increase in horsepower for both engines. A high performance M model was also introduced.

REDESIGN/FRESHENING:
2015, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability			*	*	*	*	*	*	*	*
Engine, Major			*	*	*	*	*	*	*	*
Engine Minor			*	*	*	*	*	*	*	*
Engine Cooling			*	*	*	*	*	*	*	*
Trans. Major			*	*	*	*	*	*	*	*
Trans. Minor			*	*	*	*	*	*	*	*
Drive System			*	*	*	*	*	*	*	*
Fuel System			*	*	*	*	*	*	*	*
Electrical			*	*	*	*	*	*	*	*
Climate Syst.			*	*	*	*	*	*	*	*
Suspension			*	*	*	*	*	*	*	*
Brakes			*	*	*	*	*	*	*	*
Exhaust			*	*	*	*	*	*	*	*
Paint/Trim			*	*	*	*	*	*	*	*
Noises & Leaks			*	*	*	*	*	*	*	*
Body Hardware			*	*	*	*	*	*	*	*
Power Equip.			*	*	*	*	*	*	*	*
In-Car Electr.			*	*	*	*	*	*	*	*

PRICES

2013	-
2014	-
2015	$18,600 - $19,700
2016	$20,800 - $25,500
2017	$24,400 - $28,500
2018	$29,500 - $34,200
2019	$37,100 - $43,400
2020	$40,000 - $63,600
2021	$44,300 - $64,600
2022	$49,300 - $72,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

⇊ ↓ ○ ↑ ⇈

WORSE BETTER

✓ CR RECOMMENDED

BMW X5

BMW's sporty midsized SUV reallyt improved with the 2014 redesign, which brought a smoother ride, quieter interior, more advanced safety equipment, and a high-tech interior. But handling took a step backwards. The 3.0-liter turbo six cylinder is silky smooth and returned a good 21 mpg overall. The third-row seat is only suitable for small children to sit in. High performance M models are available and hybrids were introduced in 2016. The redesigned 2019 X5 is one of the best vehicles we've ever tested. It has a quick six-cylinder engine that returns 23 mpg overall. The ride is comfortable and impressively steady and composed. The impeccably finished, luxurious cabin is whisper quiet, and the seats are all-day comfortable. Handling isn't sporty but is very competent. Controls have an initial learning curve but prove to be logical once mastered, and the infotainment system works seamlessly. An M50i version, with a 523-hp, turbo V8 engine, was new for 2020.

REDESIGN/FRESHENING:
2007, 2014, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	⇊	*	○	↓	⇊	○	○	↑	○	○
Engine, Major	⇊	*	⇈	↓	↑	↑	○	⇈	↑	⇈
Engine Minor	⇊	*	⇈	↑	↓	○	↑	⇈	↑	⇈
Engine Cooling	⇊	*	⇈	⇈	⇊	⇈	⇈	⇈	⇈	⇈
Trans. Major	↑	*	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈
Trans. Minor	⇊	*	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	↑	*	⇊	⇊	⇊	○	⇈	⇈	⇈	⇈
Fuel System	⇈	*	⇊	⇊	⇊	↓	⇈	⇈	⇈	⇈
Electrical	⇊	*	⇈	↑	↓	⇈	↓	⇈	⇈	⇈
Climate Syst.	↓	*	↓	↑	⇊	↑	↑	↑	↓	↑
Suspension	⇊	*	↓	⇊	⇊	↑	↑	⇈	↑	⇈
Brakes	⇊	*	↑	⇈	↑	○	↑	↑	⇈	⇈
Exhaust	⇈	*	○	↑	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇊	*	⇈	⇊	○	⇈	⇈	↑	⇈	⇈
Noises & Leaks	⇊	*	⇊	⇊	⇊	⇊	⇊	⇈	⇈	⇈
Body Hardware	⇊	*	⇊	⇊	○	⇈	○	↑	↑	⇈
Power Equip.	⇈	*	⇈	↑	⇊	⇈	↑	↑	⇈	⇈
In-Car Electr.	↑	*	⇈	⇊	⇈	⇈	⇊	⇈	↑	↓

PRICES

2013	$11,500 - $17,600
2014	$17,200 - $18,600
2015	$18,700 - $32,400
2016	$20,800 - $36,100
2017	$24,000 - $43,000
2018	$29,000 - $52,300
2019	$41,300 - $50,200
2020	$43,400 - $86,100
2021	$51,700 - $93,300
2022	$55,600 - $99,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	○/⇈
2014	Good	NT	NT
2015	Good	NT	⇈/⇈
2016	Good	NT	⇈/⇈
2017	Good	NT	⇈/⇈
2018	Good	NT	⇈/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

BMW X6

Based on the X5 SUV, the X6 is a tall coupe with four seats and standard all-wheel drive. A turbocharged 3.0-liter six-cylinder engine powers most versions and a 4.4-liter V8 is the up-level choice. Note that early versions had only four seats but most are five-seaters. The interior is luxurious and well-crafted, and the seats are supportive for long trips. The infotainment system takes time to master but ultimately proves logical. The styling severely hurts rear visibility, cabin access, and cargo storage. Hybrid and high-performance M versions were added in 2010. Redesigned for 2020, the X6 brought a smooth 3.0-liter turbo six-cylinder engine and eight-speed automatic. The luxurious cabin is whisper-quiet, and the seats are all-day comfortable. Handling is very competent. The controls take time to learn. The styling severely hampers rear visibility and cargo room.

REDESIGN/FRESHENING:
2008, 2015, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$15,100 - $19,700
2014	$17,500 - $22,800
2015	$23,800 - $26,700
2016	$26,400 - $36,800
2017	$31,200 - $44,800
2018	$34,800 - $52,600
2019	$39,900 - $61,400
2020	$58,400 - $97,300
2021	$64,700 - $97,400
2022	$70,200 - $107,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

BMW X7

BMW's super-luxurious three-row SUV has a standard turbo six-cylinder engine and smooth eight-speed automatic transmission. This is a gem of a powertrain that provides punchy acceleration and respectable fuel economy of 22 mpg overall, which is impressive for such a big three-row SUV. The X7's comfortable ride is helped by the standard air suspension which keeps the body composed; the handling is remarkably responsive for such a large vehicle. It instills more driver confidence than that found in many smaller SUVs. The cabin is incredibly quiet and has a richly furnished interior. Buyers can choose between two second-row captain's chairs or a three-person bench seat. BMW's iDrive infotainment system is easier to use than in previous versions, but it still takes some getting used to. An M50i version with a 523-hp, turbo V8 engine was new for 2020.

REDESIGN/FRESHENING:
2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability							*	*	↑	↓
Engine, Major							*	*	⇈	⇈
Engine Minor							*	*	⇈	⇈
Engine Cooling							*	*	⇈	⇈
Trans. Major							*	*	⇈	⇈
Trans. Minor							*	*	⇈	⇈
Drive System							*	*	⇈	↓
Fuel System							*	*	⇈	⇈
Electrical							*	*	⇈	⇈
Climate Syst.							*	*	⇈	⇈
Suspension							*	*	⇈	⇊
Brakes							*	*	⇊	⇈
Exhaust							*	*	⇈	⇈
Paint/Trim							*	*	⇈	⇈
Noises & Leaks							*	*	⇊	⇈
Body Hardware							*	*	⇈	⇈
Power Equip.							*	*	⇈	⇈
In-Car Electr.							*	*	⇈	●

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	$55,900 - $65,800
2020	$59,200 - $73,600
2021	$66,000 - $87,100
2022	$75,800 - $97,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

BMW Z4

Early Z4s had a choppy ride and it isn't as agile as one would expect from a two-seat roadster. The one-touch power top is very convenient. Both the available 3.0-liter six-cylinders are strong, and the M coupe and roadster use an even more powerful 3.2-liter that makes 330 hp. Later models had a punchy 2.0-liter turbocharged four-cylinder, which returned 28 mpg overall in our tests. Inside is a well-finished, but very snug, cabin. The iDrive controls can be fussy to use, particularly in manual-transmission cars. The folding hard top keeps the cabin quiet. A new, sportier Z4 tht is mechanically related to the Toyota Supra returned in 2019 with advanced safety features and improved fuel economy. The base 2.0-liter turbo delivers punchy acceleration and an invigorating exhaust sound, and the eight-speed automatic shifts with authority. No manual is available. Handling was super nimble, but the ride is stiff and choppy. The controls take some time to master. A 3.0-liter six-cylinder turbo was new for 2020.

REDESIGN/FRESHENING:
2009, 2019

SAFETY EQUIPMENT:
ABS, ESC, and side air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	*	*	*	*	*		*	*	*	*
Engine, Major	*	*	*	*	*		*	*	*	*
Engine Minor	*	*	*	*	*		*	*	*	*
Engine Cooling	*	*	*	*	*		*	*	*	*
Trans. Major	*	*	*	*	*		*	*	*	*
Trans. Minor	*	*	*	*	*		*	*	*	*
Drive System	*	*	*	*	*		*	*	*	*
Fuel System	*	*	*	*	*		*	*	*	*
Electrical	*	*	*	*	*		*	*	*	*
Climate Syst.	*	*	*	*	*		*	*	*	*
Suspension	*	*	*	*	*		*	*	*	*
Brakes	*	*	*	*	*		*	*	*	*
Exhaust	*	*	*	*	*		*	*	*	*
Paint/Trim	*	*	*	*	*		*	*	*	*
Noises & Leaks	*	*	*	*	*		*	*	*	*
Body Hardware	*	*	*	*	*		*	*	*	*
Power Equip.	*	*	*	*	*		*	*	*	*
In-Car Electr.	*	*	*	*	*		*	*	*	*

PRICES

2013	$17,800 - $22,200
2014	$19,800 - $24,800
2015	$22,400 - $28,200
2016	$25,500 - $32,000
2017	-
2018	-
2019	$41,800 - $41,800
2020	$44,300 - $54,200
2021	$46,700 - $59,000
2022	$50,100 - $62,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	-	-	-
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Buick Cascada

The Cascada is a four-seat soft-top convertible. It's a well thought out convertible with a fully-insulated top and responsive handling. The ride is steady but a bit stiff due to the standard 20-inch tires. The leather seats are supportive but it's a long reach to access the touch-screen infotainment system, and the center dash is a mess of buttons. The power-operated fabric roof takes 17 seconds to open, and can be opened or closed at speeds up to 31 mph. Rear-seat access is made easier by front seats that power-slide forward. A partition in the trunk can be flipped to increase cargo room when the top is raised. 2019 was the final year for the Cascada.

REDESIGN/FRESHENING:
2016

SAFETY EQUIPMENT:
ABS, ESC, and side air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability				*	*	*	*			
Engine, Major				*	*	*	*			
Engine Minor				*	*	*	*			
Engine Cooling				*	*	*	*			
Trans. Major				*	*	*	*			
Trans. Minor				*	*	*	*			
Drive System				*	*	*	*			
Fuel System				*	*	*	*			
Electrical				*	*	*	*			
Climate Syst.				*	*	*	*			
Suspension				*	*	*	*			
Brakes				*	*	*	*			
Exhaust				*	*	*	*			
Paint/Trim				*	*	*	*			
Noises & Leaks				*	*	*	*			
Body Hardware				*	*	*	*			
Power Equip.				*	*	*	*			
In-Car Electr.				*	*	*	*			

PRICES

2013	-
2014	-
2015	-
2016	$17,000 - $17,300
2017	$18,300 - $20,600
2018	$22,300 - $24,600
2019	$23,500 - $26,500
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	NT	NT	⇈/⇈
2017	NT	NT	↑/⇈
2018	NT	NT	↑/⇈
2019	NT	NT	↑/⇈
2020	-	-	-
2021	-	-	-
2022	-	-	-

Buick Enclave

The Buick Enclave is a large, three-row car-based SUV powered by a 3.6-liter V6 mated to a six-speed automatic. We found the ride comfortable and quiet, and the powertrain smooth but thirsty at 15 mpg overall. Handling is secure and pretty agile for such a big vehicle. The third-row seat is roomy enough for adults. Fit and finish is excellent. The 2018 redesign improved fuel economy while bringing more space and a variety of safety and connectivity features. Power comes from a lively V6 teamed with a smooth, responsive nine-speed automatic. We got 18 mpg overall in our tests. Towing capacity is 5,000 pounds. The roomy cabin is very quiet and the ride is comfortable, befitting a Buick flagship. The third-row seat is relatively spacious for the class. The infotainment system is easy to use, and connectivity features abound, but the push-and-pull switches for the gear selector can be tricky to use without looking, particularly in parking maneuvers.

REDESIGN/FRESHENING:
2008, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	⇊	↓	↓	↓	↑	I	I	I	↓	⇈
Engine, Major	⇈	↑	I	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈	I	I	I	⇈	↓	⇈	↑	⇈	⇈
Engine Cooling	↓	I	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇊	⇊	↑	⇊	↑	↓	⇈	I	I	⇈
Trans. Minor	I	↑	↑	↓	⇈	↓	⇊	↓	I	⇈
Drive System	↓	↓	↓	⇈	⇈	⇈	↑	⇈	⇈	⇈
Fuel System	I	⇈	⇊	⇈	↑	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	↑	↑	I	⇈	↑	⇈	↑	⇈	⇈
Climate Syst.	⇊	⇊	⇊	⇊	⇊	↑	⇊	⇈	⇈	⇈
Suspension	⇊	↓	⇊	↓	I	↓	↑	↑	⇈	⇈
Brakes	I	↓	↑	⇊	I	⇊	⇊	⇊	⇊	⇈
Exhaust	⇊	⇈	↑	⇈	↑	↑	⇈	↑	⇈	⇈
Paint/Trim	⇈	↑	I	↑	⇈	↑	↓	I	I	⇈
Noises & Leaks	⇈	I	I	⇊	↑	I	↑	⇊	I	⇈
Body Hardware	⇈	⇈	↑	↑	↑	⇈	⇈	↓	↓	⇈
Power Equip.	⇈	↓	↑	⇈	↑	I	⇈	⇈	⇈	⇈
In-Car Electr.	↑	I	⇈	I	⇈	I	↑	↑	⇈	⇈

PRICES

2013	$10,600 - $13,200
2014	$12,100 - $15,000
2015	$13,600 - $17,000
2016	$16,100 - $18,600
2017	$19,000 - $22,800
2018	$22,400 - $30,400
2019	$24,500 - $33,400
2020	$26,600 - $37,200
2021	$29,800 - $41,900
2022	$37,200 - $48,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	⇈/⇈
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	NT	⇈/⇈
2017	Good	NT	⇈/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	NT

Buick Encore

The subcompact Encore SUV is a size smaller than SUVs like the Toyota RAV4 or Honda CR-V, the Encore boasts a quiet cabin, great maneuverability, and a better ride than many larger and higher-scoring SUVs. The little 1.4-liter turbo four-cylinder and six-speed automatic deliver anemic acceleration, however, and fuel economy is disappointing for a vehicle of this size. Handling is sound though unexceptional. The cabin is reasonably well appointed but feels narrow and cramped and the swoopy styling hampers visibility, particularly to the rear. A revised interior came for 2017, as well as a larger screen for the infotainment system which also got Android Auto and Apple CarPlay compatibility.

REDESIGN/FRESHENING:
2013

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	⇊	⇊	⇊	↓	○	↓	⇈	*	*
Engine, Major	*	⇊	⇊	⇊	⇊	↓	⇊	⇈	*	*
Engine Minor	*	⇊	⇊	⇊	○	⇊	○	⇈	*	*
Engine Cooling	*	⇊	⇊	⇊	⇊	↓	○	⇈	*	*
Trans. Major	*	⇈	⇊	⇊	⇈	⇈	⇈	⇈	*	*
Trans. Minor	*	⇈	⇊	⇊	⇈	○	⇈	⇈	*	*
Drive System	*	○	⇊	⇈	⇈	⇈	⇈	⇈	*	*
Fuel System	*	○	⇊	⇊	⇊	⇊	⇈	⇈	*	*
Electrical	*	⇊	⇊	○	↑	⇊	○	⇈	*	*
Climate Syst.	*	○	⇊	⇊	○	⇈	↓	⇈	*	*
Suspension	*	↑	⇊	⇊	⇈	⇈	⇈	⇈	*	*
Brakes	*	⇈	↓	⇈	↑	↑	↑	⇈	*	*
Exhaust	*	⇊	⇊	⇊	⇊	○	⇈	⇈	*	*
Paint/Trim	*	⇊	↓	⇊	⇈	⇈	⇈	○	*	*
Noises & Leaks	*	↓	↓	⇈	⇈	○	⇊	⇈	*	*
Body Hardware	*	⇊	○	↑	⇊	⇈	⇈	○	*	*
Power Equip.	*	⇊	⇊	⇈	⇈	⇈	○	⇈	*	*
In-Car Electr.	*	↓	○	⇈	⇈	⇈	⇈	↑	*	*

PRICES

2013	$9,100 - $11,000
2014	$10,500 - $12,300
2015	$11,300 - $13,300
2016	$12,600 - $15,200
2017	$14,600 - $17,000
2018	$16,100 - $18,800
2019	$17,000 - $19,900
2020	$18,200 - $21,300
2021	$20,200 - $22,300
2022	$24,000 - $24,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	⇈/⇈
2014	Good	Poor	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Buick Encore GX

The Encore GX is a subcompact SUV that's a companion to—not a replacement for—the existing Encore. The tiny GX has an airy interior, and doses of luxury are applied unevenly throughout. Controls are easy to use. The front seats are short on support, and the center console intrudes into the driver's knee space. We also found that the rear seats are cramped. Two small, turbocharged three-cylinder engines are available, as are both front- and all-wheel drive. AWD versions get the more powerful engine, a 1.3-liter turbo coupled to a nine-speed automatic transmission. The GX pulls strongly, but the engine sounds gravelly and produces considerable vibration especially at low speeds. We measured 26 mpg overall from our GX using regular fuel. That's a good showing for a vehicle in this size class, but one might expect a better figure from such a small engine. Front-wheel drive versions come standard with a less powerful 1.2-liter turbo paired with a CVT. Handling is quite responsive and secure, but the ride skews firm.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								↑	○	*
Engine, Major								⇈	○	*
Engine Minor								⇈	○	*
Engine Cooling								⇈	⇈	*
Trans. Major								⇈	⇈	*
Trans. Minor								⇈	⇈	*
Drive System								⇈	⇈	*
Fuel System								↓	↓	*
Electrical								↑	○	*
Climate Syst.								⇈	○	*
Suspension								⇈	⇈	*
Brakes								↓	↓	*
Exhaust								↓	⇈	*
Paint/Trim								⇈	⇈	*
Noises & Leaks								↓	⇈	*
Body Hardware								⇈	⇈	*
Power Equip.								⇈	⇈	*
In-Car Electr.								⇈	⇈	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$20,900 - $24,300
2021	$22,200 - $26,400
2022	$24,000 - $29,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	⇈/⇈

Buick Envision ✓

Buick's luxury compact SUV arrived with a choice of a smooth and quiet 2.0-liter turbo four-cylinder or a 2.5-liter four-cylinder mated to a six-speed automatic. The turbo got a nine-speed automatic in 2019. The powertrain has some zip, but it got just 21 mpg overall and the driving experience is dull, with clumsy handling. Oddly, the ride is a mixed bag of cushiness and harshness. Wind noise is noticeable. Flat contours and flaccid cushions leave the front seats short on support. Low dashboard air vents tend to freeze your elbows while leaving the upper cabin stuffy. While the rear is roomy, headroom is marginal in versions that have a sunroof. The second-generation Envision was all new for 2021. It uses a responsive powertrain combination of a 2.0-liter turbocharged four-cylinder engine paired to a nine-speed automatic, but fuel economy isn't stellar at 23 mpg overall. The ride is smooth, but handling isn't particularly nimble.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2016, 2021	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2021.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	**'21**	'22
Overall Reliability				*	↑	*	⇈	⇈	↑	↓
Engine, Major				*	↓	*	⇈	⇈	⇈	⇈
Engine Minor				*	⇈	*	↑	⇈	⇈	⇈
Engine Cooling				*	⇈	*	⇈	⇈	⇈	⇈
Trans. Major				*	⇈	*	⇈	⇈	↑	⇈
Trans. Minor				*	⇈	*	⇈	⇈	⇈	⇈
Drive System				*	⇈	*	⇈	⇈	⇈	↓
Fuel System				*	⇈	*	↑	↑	⇈	⇈
Electrical				*	⇊	*	⇈	⇈	⇈	⇈
Climate Syst.				*	↓	*	⇊	⇈	⇈	↓
Suspension				*	⇈	*	⇈	⇈	↑	↓
Brakes				*	○	*	⇈	⇈	⇊	⇈
Exhaust				*	⇈	*	⇈	⇈	⇈	⇈
Paint/Trim				*	↓	*	↑	⇈	⇈	⇈
Noises & Leaks				*	↑	*	⇈	○	↑	⇈
Body Hardware				*	⇈	*	⇈	⇈	⇈	⇈
Power Equip.				*	⇈	*	⇈	⇈	⇈	↓
In-Car Electr.				*	⇊	*	⇈	○	⇈	○

PRICES

2013	-
2014	-
2015	-
2016	$17,600 - $18,000
2017	$16,900 - $22,000
2018	$20,200 - $25,300
2019	$22,500 - $31,000
2020	$25,500 - $33,300
2021	$29,500 - $38,400
2022	$30,900 - $40,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	NT	NT	⇈/⇈
2022	NT	NT	⇈/⇈

Buick LaCrosse

The LaCrosse handles soundly, has a very comfortable ride, and beautiful interior fit and finish. The seats are supportive, and the rear seat is roomy. However, driver visibility is hurt by the thick front and rear roof pillars. The 2017 redesign kept those virtues while adding an eight-speed automatic that let the smooth 3.6-liter V6 supply plenty of power along with a decent 24 mpg overall. The LaCrosse was one of the few large sedans available with all-wheel drive. We would skip the optional 20-inch tires, which transmit too much harshness to the passengers. Cabin access and visibility are compromised by the car's low stance. Most controls are easy to use, including the touchscreen infotainment system, but the unintuitive shifter proves maddening. Updates for 2018 included a new 194-hp, 2.5-liter four-cylinder) paired with a six-speed automatic as the standard powertrain. Also, the V6 got a new nine-speed automatic, replacing the eight-speed unit. 2019 was the sedan's final model year.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2010, 2017	ABS, ESC, side and head protection air bags standard.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability	↓	⇈	⇈	↑	○	*	*			
Engine, Major	⇈	⇈	⇈	⇈	⇊	*	*			
Engine Minor	○	○	⇈	⇈	↑	*	*			
Engine Cooling	○	⇈	⇈	⇈	⇊	*	*			
Trans. Major	⇈	⇈	⇊	⇈	⇈	*	*			
Trans. Minor	⇈	⇈	⇈	⇈	⇈	*	*			
Drive System	⇊	⇊	⇊	⇊	↑	*	*			
Fuel System	⇊	○	↑	⇊	⇈	*	*			
Electrical	↑	○	⇈	⇈	↑	*	*			
Climate Syst.	↑	⇈	⇈	⇈	⇈	*	*			
Suspension	⇊	○	⇈	⇈	⇊	*	*			
Brakes	↓	⇈	⇈	↑	⇈	*	*			
Exhaust	⇈	⇈	⇈	⇈	⇈	*	*			
Paint/Trim	⇊	↑	⇊	○	⇈	*	*			
Noises & Leaks	⇈	○	⇈	⇊	↑	*	*			
Body Hardware	⇊	⇈	⇈	○	↑	*	*			
Power Equip.	⇈	⇈	⇈	⇊	⇈	*	*			
In-Car Electr.	○	↑	○	⇊	↑	*	*			

PRICES

2013	$10,900 - $13,000
2014	$11,100 - $15,900
2015	$10,900 - $17,500
2016	$12,100 - $18,800
2017	$16,600 - $22,600
2018	$18,000 - $28,800
2019	$21,000 - $32,100
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	⇈/⇈
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	NT	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	-	-	-
2021	-	-	-
2022	-	-	-

Buick Regal

The Regal is a a well-honed sports sedan with a taut, steady ride and well-done interior. The up-level turbo four-cylinder is a better choice, and became standard for 2014. It got 24 mpg overall in our tests. All-wheel drive is available. High-quality materials are used throughout the interior and the front seats are firm and comfortable, although the rear seats are snug. The large trunk is a bonus. The 2014 freshening brought a new 2.0-liter turbo four-cylinder that boosted both performance and fuel economy. Other changes included improved controls, an upgraded infotainment system, more available safety features, and optional all-wheel drive. In 2018 the couplike Regal Sportback, which artfully masks its hatchback configuration, and the raised-wagon TourX arrived. Most Regals used an energetic 2.0-liter, turbo four-cylinder engine; the sporty GS got a 3.6-liter V6. 2020 was the final year for the Regal.

REDESIGN/FRESHENING:
2011, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	▼	▼▼	*	*	*		
Engine, Major	*	*	*	▼	▲▲	*	*	*		
Engine Minor	*	*	*	●	●	*	*	*		
Engine Cooling	*	*	*	▲▲	▼▼	*	*	*		
Trans. Major	*	*	*	▼▼	▼▼	*	*	*		
Trans. Minor	*	*	*	▼	▼	*	*	*		
Drive System	*	*	*	▼▼	▲▲	*	*	*		
Fuel System	*	*	*	▼	▼▼	*	*	*		
Electrical	*	*	*	▼▼	▼▼	*	*	*		
Climate Syst.	*	*	*	▲▲	●	*	*	*		
Suspension	*	*	*	▲▲	▲▲	*	*	*		
Brakes	*	*	*	●	▲▲	*	*	*		
Exhaust	*	*	*	▲▲	▲▲	*	*	*		
Paint/Trim	*	*	*	▼	▲▲	*	*	*		
Noises & Leaks	*	*	*	▼▼	▲▲	*	*	*		
Body Hardware	*	*	*	▲▲	▼	*	*	*		
Power Equip.	*	*	*	▲▲	▲▲	*	*	*		
In-Car Electr.	*	*	*	▲	▲	*	*	*		

PRICES

2013	$8,800 - $12,000
2014	$10,100 - $14,800
2015	$11,200 - $16,900
2016	$12,300 - $18,500
2017	$14,200 - $21,100
2018	$17,100 - $24,900
2019	$18,000 - $27,100
2020	$19,400 - $29,100
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	▲/▲▲
2014	Good	NT	▲/▲▲
2015	Good	NT	▲/▲▲
2016	Good	NT	▲/▲▲
2017	Good	NT	▲/▲▲
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	-	-	-
2022	-	-	-

Buick Verano

The Verano is based on the Chevrolet Cruze but has more luxurious trimmings and better sound insulation. Power comes from a 2.4-liter four-cylinder, but its 24 mpg overall fuel economy is unimpressive for the class. A turbocharged 2.0-liter four-cylinder is also available. The car is very quiet, but some engine noise is evident. It rides relatively comfortably and handling is responsive rather than sporty. The interior is nicely finished, but cramped in the rear. Features such as a heated steering wheel are luxurious, but the lack of power recline and adjustable lumbar support on the driver's seat are cheap in this class. 2017 was the last year for the Verano.

REDESIGN/FRESHENING:
2012

SAFETY EQUIPMENT:
ABS, ESC, front- and rear- side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	●	*	*	*					
Engine, Major	*	▲▲	*	*	*					
Engine Minor	*	▼	*	*	*					
Engine Cooling	*	▲▲	*	*	*					
Trans. Major	*	▲▲	*	*	*					
Trans. Minor	*	▲▲	*	*	*					
Drive System	*	●	*	*	*					
Fuel System	*	▼	*	*	*					
Electrical	*	▼▼	*	*	*					
Climate Syst.	*	▼▼	*	*	*					
Suspension	*	▼	*	*	*					
Brakes	*	▲▲	*	*	*					
Exhaust	*	▼▼	*	*	*					
Paint/Trim	*	▼	*	*	*					
Noises & Leaks	*	▲▲	*	*	*					
Body Hardware	*	●	*	*	*					
Power Equip.	*	▲▲	*	*	*					
In-Car Electr.	*	▲▲	*	*	*					

PRICES

2013	$9,500 - $10,100
2014	$10,500 - $11,300
2015	$9,100 - $12,300
2016	$10,800 - $13,800
2017	$12,200 - $14,400
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	▲▲/▲▲
2014	Good	NT	▲▲/▲▲
2015	Good	NT	▲▲/▲▲
2016	Good	NT	▲▲/▲▲
2017	Good	NT	▲▲/▲▲
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Cadillac ATS, CT4

The ATS has nimble, capable handling that makes it a treat to drive. Three engines were offered: a 2.5-liter four-cylinder, a 3.6-liter V6, and a 2.0-liter turbo four-cylinder. The turbo is quick, but doesn't feel powerful in everyday driving and got just 23 mpg overall. The six-speed automatic was a step behind most competitors, but later models got an eight-speed automatic. The high-performance ATS-V got a 464-hp, twin-turbo V6. The ride is taut, and braking is excellent. However, the touch-based CUE infotainment system, with its flush buttons, is very convoluted and frustrating to use. The interior is well finished but very snug, with a small rear seat and trunk. Cadillac replaced the ATS with the new CT4 in 2020. It drives well with handling, braking, and steering that befit a well-honed sports sedan. The standard 2.0-liter turbo engine is responsive enough but it is uninspiring compared to the rest of the CT4's sporty character. The twin-turbo V6 powered Blackwing is as satisfying on the street as it is capable around the track.

REDESIGN/FRESHENING:
2013, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$10,400 - $12,100
2014	$10,000 - $15,100
2015	$12,300 - $20,600
2016	$13,700 - $34,400
2017	$17,600 - $41,000
2018	$20,600 - $45,300
2019	$25,000 - $50,800
2020	$30,700 - $42,700
2021	$32,300 - $47,100
2022	$34,500 - $69,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	⏫/⏫
2014	NT	NT	⏫/⏫
2015	NT	NT	⏫/⏫
2016	NT	NT	⏫/⏫
2017	NT	NT	⏫/⏫
2018	NT	NT	⏫/⏫
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Cadillac CT6

Cadillac's flagship sedan fits above the CTS and below the BMW 7 Series and Mercedes-Benz S-Class. But it's priced to compete against the luxury midsized crowd. This large sedan possesses some athletic chops and has a steady, controlled ride and a very quiet interior. Most CT6s have the mid-level nonturbo V6, while the top trim carries a 404-hp twin-turbocharged V6. The eight-speed automatic is smooth and responsive. All-wheel drive comes standard with the V6s. A plug-in hybrid version with an estimated 30 miles of EV range was also available. The interior is posh and roomy, but cabin storage is a bit scant. Despite improvements, the updated CUE infotainment touch screen is still unintuitive. The 2018 model year was the first to debut GM's Super Cruise driver-assistance system. The 2019 model year brought an electronic gear selector, 10-speed automatic, an improved infotainment system, and a top-of-the-line CT6-V that's powered by a 550-hp, 4.2-liter V8 turbo. 2020 was the final year for the CT6.

REDESIGN/FRESHENING:
2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability				*	*	*	*	*		
Engine, Major				*	*	*	*	*		
Engine Minor				*	*	*	*	*		
Engine Cooling				*	*	*	*	*		
Trans. Major				*	*	*	*	*		
Trans. Minor				*	*	*	*	*		
Drive System				*	*	*	*	*		
Fuel System				*	*	*	*	*		
Electrical				*	*	*	*	*		
Climate Syst.				*	*	*	*	*		
Suspension				*	*	*	*	*		
Brakes				*	*	*	*	*		
Exhaust				*	*	*	*	*		
Paint/Trim				*	*	*	*	*		
Noises & Leaks				*	*	*	*	*		
Body Hardware				*	*	*	*	*		
Power Equip.				*	*	*	*	*		
In-Car Electr.				*	*	*	*	*		

PRICES

2013	-
2014	-
2015	-
2016	$20,200 - $30,600
2017	$23,500 - $36,100
2018	$28,800 - $44,800
2019	$34,800 - $60,900
2020	$44,600 - $68,700
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	-	-	-
2022	-	-	-

Cadillac CTS, CT5

The CTS has sports sedan handling and a firm but supple ride. Its 3.6-liter V6 is smooth and refined. The sporty—but rare—CTS-V packed a 5.7-liter V8 and a six-speed manual. The front seats are supportive and comfortable, but the rear seats are fairly snug. 2014 brought a new CTS, with a firm, absorbent ride and precise handling that makes it one of the sportiest cars in the class. Unfortunately, the CUE infotainment system is overly complex and frustrating to use. The cabin is luxurious, but the rear seat is snug. The high-end V-Sport is a treat to drive, with effortless thrust. Updates for 2016 included a new eight-speed automatic transmission, a 335-hp 3.6-liter V6. 2019 was the final year for the CTS, replaced by a taut and agile handling CT5 that has four-cylinder and V6 turbo engines paired with a 10-speed automatic. Like the smaller CT4, the base powertrain lacks the refinement and vigor to match its sporty driving dynamics.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2008, 2014, 2020	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.	AWD; Rear

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	*	⇈	*	*	*	*	*	↓	*	*
Engine, Major	*	⇈	*	*	*	*	*	⇈	*	*
Engine Minor	*	⇈	*	*	*	*	*	⇊	*	*
Engine Cooling	*	⇈	*	*	*	*	*	⇈	*	*
Trans. Major	*	⇈	*	*	*	*	*	⇈	*	*
Trans. Minor	*	⇈	*	*	*	*	*	⇈	*	*
Drive System	*	⇈	*	*	*	*	*	↓	*	*
Fuel System	*	⇈	*	*	*	*	*	↓	*	*
Electrical	*	●	*	*	*	*	*	⇈	*	*
Climate Syst.	*	⇈	*	*	*	*	*	⇈	*	*
Suspension	*	●	*	*	*	*	*	↓	*	*
Brakes	*	⇈	*	*	*	*	*	⇈	*	*
Exhaust	*	⇈	*	*	*	*	*	⇈	*	*
Paint/Trim	*	⇈	*	*	*	*	*	↓	*	*
Noises & Leaks	*	⇈	*	*	*	*	*	⇈	*	*
Body Hardware	*	⇈	*	*	*	*	*	↓	*	*
Power Equip.	*	⇈	*	*	*	*	*	↓	*	*
In-Car Electr.	*	⇊	*	*	*	*	*	↑	*	*

PRICES

2013	$9,100 - $32,900
2014	$11,600 - $36,700
2015	$13,400 - $36,100
2016	$16,200 - $54,900
2017	$19,100 - $63,600
2018	$21,800 - $66,700
2019	$26,400 - $73,200
2020	$33,000 - $46,000
2021	$37,100 - $52,200
2022	$41,200 - $90,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	⇈/⇈
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	Marg.	⇈/⇈
2017	Good	Marg.	⇈/⇈
2018	Good	Marg.	⇈/⇈
2019	Good	Marg.	⇈/⇈
2020	NT	NT	⇈/⇈
2021	NT	NT	⇈/⇈
2022	NT	NT	⇈/⇈

Cadillac Escalade

Brimming with leather upholstery and wood trim, the Escalade's 2015 redesign gave it an overly-stiff ride and the controls are very distracting. The interior is extremely quiet and plush. But its luxury is disappointingly skin deep. With its clumsy handling and mediocre braking performance, the Escalade makes other full-sized SUVs seem graceful. Power is plentiful, but the Caddy gets just 16 mpg. For all its size, none of its seats really leave room to stretch out. And the third-row seat is tiny in the regular-length version. Updates for 2018 included a new 10-speed automatic, replacing the eight-speed unit. The Escalade was redesigned for 2021, growing in size and features. This luxury SUV gets a contemporary independent rear suspension, and a standard 420-hp, 6.2-liter V8. A 277-hp, 3.0-liter six-cylinder diesel engine was available. Both engines are paired with a 10-speed automatic transmission. GM's latest version of the Super Cruise automated driving system was offered.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2007, 2015, 2021	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.	4WD; AWD; Rear

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	**'21**	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$15,200 - $21,500
2014	$18,800 - $23,800
2015	$23,100 - $31,400
2016	$26,100 - $35,600
2017	$29,500 - $43,900
2018	$34,900 - $52,100
2019	$43,900 - $60,700
2020	$52,800 - $66,400
2021	$83,500 - $111,700
2022	$92,000 - $120,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	⇈/⇈
2014	NT	NT	⇈/⇈
2015	NT	NT	NT/⇈
2016	NT	NT	NT/⇈
2017	NT	NT	↑/⇈
2018	NT	NT	↑/⇈
2019	NT	NT	NT/⇈
2020	NT	NT	NT/⇈
2021	NT	NT	↑/⇈
2022	NT	NT	↑/⇈

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Cadillac SRX

This two-row SUV is an agile competitor to the sporty German SUVs. It was available with either front- or all-wheel drive, with power coming from a 308-hp V6 engine. However, in everyday driving the SRX feels lethargic and somewhat unresponsive. Changes for 2013 included a revised interior with supportive front seats and high-quality materials. But the back seats are snug, the wide roof pillars hurt visibility, and CUE infotainment system is convoluted and frustrating to use. Updates for 2015 included a standard built-in WiFi hotspot. The SRX's final model year was 2016, when it was available with optional adaptive HID headlights. The SUV was replaced by the XT5 for 2017.

REDESIGN/FRESHENING:
2010

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	⇊	!	!	↓						
Engine, Major	⇈	⇈	⇈	↑						
Engine Minor	!	!	⇈	⇈						
Engine Cooling	⇈	!	⇈	⇈						
Trans. Major	⇊	!	⇈	⇊						
Trans. Minor	⇊	!	⇊	!						
Drive System	⇊	⇊	⇊	⇊						
Fuel System	⇊	!	⇈	⇊						
Electrical	⇈	↑	!	↑						
Climate Syst.	↑	⇈	↑	!						
Suspension	↓	!	↓	↑						
Brakes	!	!	↓	⇊						
Exhaust	⇈	↓	⇈	!						
Paint/Trim	⇊	↑	⇊	⇈						
Noises & Leaks	↑	⇊	⇊	⇈						
Body Hardware	⇊	⇊	⇊	!						
Power Equip.	⇊	!	⇊	⇊						
In-Car Electr.	⇊	⇊	⇊	⇊						

PRICES

2013	$10,700 - $13,600
2014	$12,200 - $15,400
2015	$13,600 - $17,300
2016	$15,000 - $20,000
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	NT	↑/⇈
2015	Good	NT	↑/⇈
2016	Good	NT	↑/⇈
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Cadillac XT4

The XT4 is Cadillac's entry-level luxury SUV, and it delivers a classy cabin in a small package. The 237-hp, 2.0-liter turbocharged four-cylinder engine and nine-speed automatic transmission make for a responsive powertrain. Unfortunately, the engine sounds too buzzy when revved. We got 23 mpg overall with premium gasoline, which is unimpressive for the class. The ride is on the stiff side, but on par with the XT4's peers. Its handling is quite nimble. The interior has comfortable seats with ritzy-looking leather, and chrome touches throughout. The infotainment system is easy to use, although the location of some knobs is unusual and the gear selector takes some getting used to.

REDESIGN/FRESHENING:
2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability							⇊	*	*	*
Engine, Major							⇊	*	*	*
Engine Minor							!	*	*	*
Engine Cooling							⇈	*	*	*
Trans. Major							⇈	*	*	*
Trans. Minor							⇈	*	*	*
Drive System							⇈	*	*	*
Fuel System							!	*	*	*
Electrical							⇊	*	*	*
Climate Syst.							⇈	*	*	*
Suspension							⇈	*	*	*
Brakes							⇈	*	*	*
Exhaust							⇈	*	*	*
Paint/Trim							⇈	*	*	*
Noises & Leaks							⇊	*	*	*
Body Hardware							⇊	*	*	*
Power Equip.							⇊	*	*	*
In-Car Electr.							↓	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	$26,500 - $30,700
2020	$28,400 - $33,400
2021	$31,400 - $36,900
2022	$33,700 - $39,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	NT	↑/⇈
2020	Good	NT	↑/⇈
2021	Good	NT	↑/⇈
2022	Good	NT	↑/⇈

Cadillac XT5

The XT5 replaced the SRX as Cadillac's 5-seat luxury crossover. it's powered by a 3.6-liter V6 paired with an eight-speed automatic. Despite decent measured acceleration, it feels a bit lethargic in everyday driving. Cadillac's convoluted CUE infotainment system is a little more manageable, but the unintuitive gear selector is maddening. A rear-camera system that displays in the rearview mirror comes on top versions. The XT5 handles soundly, though the ride is too stiff unless you opt for the active damping suspension that comes on top-trim versions. Occupants are treated to a quiet cabin, supportive seats, and impressive cabin fit and finish. Changes for 2020 included a new nine-speed automatic transmission and a more intuitive gear selector. A new 2.0-liter turbo four cylinder became the base engine. For 2021, Cadillac's touchscreen infotainment system has been improved, giving drivers the ability to perform tasks through the screen or a center control knob.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2017	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability					❘	↑	↑	❘	↓	❘
Engine, Major					↓	⇈	⇈	⇈	⇈	⇈
Engine Minor					↑	⇈	↑	⇈	↑	⇈
Engine Cooling					⇊	⇈	↑	⇈	⇈	⇈
Trans. Major					⇈	⇈	⇈	❘	↑	⇈
Trans. Minor					↑	❘	⇈	❘	↑	⇈
Drive System					↑	↑	⇈	❘	↑	⇈
Fuel System					↑	⇊	⇈	⇈	⇈	⇈
Electrical					⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.					❘	❘	⇈	⇈	↑	⇈
Suspension					⇊	⇈	↑	⇈	⇈	⇈
Brakes					↑	↓	↓	❘	↓	⇊
Exhaust					↑	⇈	⇈	⇈	⇊	⇈
Paint/Trim					↑	⇈	↑	⇈	⇈	⇈
Noises & Leaks					⇊	↓	↑	⇈	↓	⇈
Body Hardware					❘	⇈	⇈	⇈	⇈	⇈
Power Equip.					↑	❘	↓	⇈	⇈	⇈
In-Car Electr.					↑	⇈	↑	⇊	❘	⇈

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$19,800 - $26,800
2018	$23,400 - $31,900
2019	$26,200 - $37,800
2020	$30,700 - $41,700
2021	$35,100 - $45,100
2022	$39,700 - $53,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Cadillac XT6

The XT6 is Cadillac's three-row luxury midsized SUV. It's powered by a robust 310-hp, 3.6-liter V6 that is mated to a smooth nine-speed automatic transmission. Front-wheel drive comes standard; all-wheel drive is optional. Handling is responsive for a three-row SUV, and the ride is comfortable. The cabin is quiet and nicely finished and the seats are comfortable. Overall, there's generous interior space, and good outward visibility, thanks to the SUV's tall glass. The XT6 has a wealth of storage options, including a small open bin in front of the gear selector, a phone-sized slot further down the center console, and a rather stealthy (and enormous) open bin under the center console. But the XT6 lacks some luxury features, such as a four-way lumbar support adjustment for the driver's seat and auto-up rear windows. The infotainment system is relatively easy to use. A 2.0-liter turbo four-cylidner became the base engine in 2021.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2020	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								*	*	*
Engine, Major								*	*	*
Engine Minor								*	*	*
Engine Cooling								*	*	*
Trans. Major								*	*	*
Trans. Minor								*	*	*
Drive System								*	*	*
Fuel System								*	*	*
Electrical								*	*	*
Climate Syst.								*	*	*
Suspension								*	*	*
Brakes								*	*	*
Exhaust								*	*	*
Paint/Trim								*	*	*
Noises & Leaks								*	*	*
Body Hardware								*	*	*
Power Equip.								*	*	*
In-Car Electr.								*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$41,400 - $46,000
2021	$41,800 - $51,400
2022	$45,900 - $59,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Cadillac XTS

As a replacement for the plush DTS limo, the XTS falls short. It handles better, but the ride is jittery and feels very ordinary for a luxury car, and the 3.6-liter V6 sounds coarse when prodded. Still, the XTS has a quiet, posh, and beautifully finished interior, and the seats are very comfortable. However, the touch-activated CUE infotainment interface is unintuitive and frustrating to use, and the high rear deck impedes the view aft. Various safety systems, including lane-departure detection, will vibrate the driver's seat as a warning. A high-performance Vsport version with a twin-turbo V6 was also available, and all-wheel drive was an option on all but the base-trim versions. Changes for 2016 included adding Apple CarPlay to the infotainment system, wireless phone charging, and a 360-degree view camera. Updates for 2018 included some suspension and appearance enhancements. 2019 was the final year for the XTS.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2013	ABS, ESC, side and head protection air bags standard.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*			
Engine, Major	*	*	*	*	*	*	*			
Engine Minor	*	*	*	*	*	*	*			
Engine Cooling	*	*	*	*	*	*	*			
Trans. Major	*	*	*	*	*	*	*			
Trans. Minor	*	*	*	*	*	*	*			
Drive System	*	*	*	*	*	*	*			
Fuel System	*	*	*	*	*	*	*			
Electrical	*	*	*	*	*	*	*			
Climate Syst.	*	*	*	*	*	*	*			
Suspension	*	*	*	*	*	*	*			
Brakes	*	*	*	*	*	*	*			
Exhaust	*	*	*	*	*	*	*			
Paint/Trim	*	*	*	*	*	*	*			
Noises & Leaks	*	*	*	*	*	*	*			
Body Hardware	*	*	*	*	*	*	*			
Power Equip.	*	*	*	*	*	*	*			
In-Car Electr.	*	*	*	*	*	*	*			

PRICES

2013	$11,900 - $13,700
2014	$13,200 - $15,600
2015	$13,400 - $17,900
2016	$14,100 - $21,100
2017	$15,600 - $23,700
2018	$18,700 - $31,100
2019	$22,700 - $36,600
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	⇈/⇈
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	NT	⇈/⇈
2017	Good	NT	⇈/⇈
2018	Good	NT	⇈/⇈
2019	Good	NT	⇈/NT
2020	-	-	-
2021	-	-	-
2022	-	-	-

Chevrolet Blazer

The Blazer name was resurrected in 2019 for a five-passenger crossover that focuses more on styling and luxury, and less on utility. The base 193-hp four-cylinder engine only comes on front-drive versions. The AWD ones get a 305-hp V6 that returned 19 mpg overall in our tests. The Blazer rides and handles well, and is quiet. Controls are easy to use, but the low dash vents direct air to front occupants' knees and elbows instead of their upper body. Rearward visibility is restricted because of the sloping roofline and thick rear roof pillars. Changes for the 2020 model year included a new turbocharged 2.0-liter four-cylinder engine, available LED headlights, and a start/stop override switch.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2019	ABS, ESC, side and head protection air bags standard.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability							↓	●	●	⇈
Engine, Major							●	⇈	⇈	⇈
Engine Minor							⇈	⇈	⇈	⇈
Engine Cooling							⇈	⇈	⇈	⇈
Trans. Major							●	⇈	↓	⇈
Trans. Minor							⇊	●	⇈	⇈
Drive System							⇈	⇈	⇈	⇈
Fuel System							⇊	⇈	↓	⇈
Electrical							⇈	⇈	⇈	⇈
Climate Syst.							⇈	⇊	↓	⇈
Suspension							⇈	⇈	↓	⇈
Brakes							⇊	●	↓	⇈
Exhaust							⇈	●	⇈	⇈
Paint/Trim							⇈	⇊	⇈	⇈
Noises & Leaks							●	⇈	↓	⇈
Body Hardware							●	●	⇈	⇈
Power Equip.							●	⇈	⇈	⇈
In-Car Electr.							⇊	⇊	⇈	⇈

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	$23,000 - $33,400
2020	$24,200 - $35,100
2021	$26,400 - $39,100
2022	$32,300 - $43,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Chevrolet Bolt

The Bolt was a game changer, as it was the first relatively affordable EV with a robust driving range. This small hatchback is built around a large 60-kWh battery pack that sits under the car's floor and contributes to the car's planted feel despite its tall stance. With 200 electrified horses on tap, the Bolt accelerates with gusto. A full charge can take 9 hours on a 240-volt connector but with a 250 mile range according to our measurement, you rarely have to do it. The battery gains about 25 mile of range per hour of charging through a 240V connector. The Bolt is very quiet but the ride can get choppy. Controls take some getting used to including the unintuitive shifter. The driver's seat is short on lower-back support and interior quality is on the cheap side. The Bolt received some changes to the infotainment system for 2019. Battery capacity grew slightly for 2020 and the EPA's range stretched to 259 miles.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2017	ABS, ESC, side and head protection air bags standard.	Front

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability					⏬	▼	⏬	⏬	▼	*
Engine, Major					⏬	⏬	⏬	⏬	⏬	*
Engine Minor					⏬	⏫	⏬	▼	⏬	*
Engine Cooling					▼	⏫	▲	⏫	⏫	*
Trans. Major					⏫	⏫	⏫	⏫	⏫	*
Trans. Minor					⏫	⏫	▲	⏫	⏫	*
Drive System					⏫	!	⏫	▼	▲	*
Fuel System					⏫	⏫	⏫	⏫	⏫	*
Electrical					⏬	⏬	⏬	⏬	⏬	*
Climate Syst.					⏫	▲	!	▲	⏫	*
Suspension					⏫	⏬	▲	⏫	⏫	*
Brakes					!	⏫	⏫	⏫	⏫	*
Exhaust					⏫	⏫	⏫	⏫	⏫	*
Paint/Trim					⏫	⏫	⏫	▲	⏫	*
Noises & Leaks					⏫	⏫	!	▲	⏫	*
Body Hardware					⏫	⏫	⏫	⏫	⏫	*
Power Equip.					⏫	⏫	⏫	▲	⏫	*
In-Car Electr.					⏬	!	▼	!	▼	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$18,400 - $19,300
2018	$20,300 - $21,900
2019	$22,000 - $23,600
2020	$23,600 - $25,800
2021	$24,500 - $26,600
2022	$26,100 - $28,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	NT
2018	Good	Good	▲/⏫
2019	Good	Good	▲/⏫
2020	Good	Good	▲/⏫
2021	Good	Good	▲/⏫
2022	NT	NT	NT

Chevrolet Camaro

The Camaro takes classic muscle-car looks and sounds and injects them into a modern drivetrain and body. Our tested Camaro SS was very quick, thanks to its 6.2-liter V8, but the base 3.6-liter V6 delivers decent performance. Handling is capable, but the car's size and weight really hurt its agility and the emphasis on interior and exterior styling results in severely hampered visibility, difficult to read controls, a small trunk, and a tiny rear seat. The 2016 redesign made the Camaro smaller and lighter, which made it feel nimbler. A turbo four-cylinder joined the lineup as the base engine. The easy-to-use infotainment system is a plus, but the low dash vents tend to freeze your hand when it's on the shifter. Visibility all around is atrocious, and rear-seat room is extremely tight. New for 2018, a performance ZL1 version arrived with a 650-hp, 6.2-liter supercharged V8 mated to the six-speed manual or a 10-speed automatic. 2019 brought interior and exterior styling updates, as well as new infotainment systems.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2010, 2016	ABS, ESC, side and head protection air bags standard.	Rear

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	⏬	*	*	*	*	*
Engine, Major	*	*	*	*	⏬	*	*	*	*	*
Engine Minor	*	*	*	*	⏬	*	*	*	*	*
Engine Cooling	*	*	*	*	⏬	*	*	*	*	*
Trans. Major	*	*	*	*	⏬	*	*	*	*	*
Trans. Minor	*	*	*	*	⏬	*	*	*	*	*
Drive System	*	*	*	*	⏬	*	*	*	*	*
Fuel System	*	*	*	*	⏬	*	*	*	*	*
Electrical	*	*	*	*	⏬	*	*	*	*	*
Climate Syst.	*	*	*	*	⏫	*	*	*	*	*
Suspension	*	*	*	*	⏫	*	*	*	*	*
Brakes	*	*	*	*	▼	*	*	*	*	*
Exhaust	*	*	*	*	⏫	*	*	*	*	*
Paint/Trim	*	*	*	*	⏬	*	*	*	*	*
Noises & Leaks	*	*	*	*	⏬	*	*	*	*	*
Body Hardware	*	*	*	*	⏬	*	*	*	*	*
Power Equip.	*	*	*	*	⏬	*	*	*	*	*
In-Car Electr.	*	*	*	*	⏫	*	*	*	*	*

PRICES

2013	$12,700 - $28,500
2014	$13,600 - $33,300
2015	$14,700 - $35,300
2016	$17,800 - $26,100
2017	$18,100 - $43,100
2018	$20,300 - $48,800
2019	$22,300 - $51,600
2020	$23,900 - $57,000
2021	$27,200 - $64,000
2022	$29,600 - $71,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	Good	Good	NT
2017	Good	Good	▲/⏫
2018	Good	Good	▲/⏫
2019	Good	Good	NT/⏫
2020	Good	Good	▲/⏫
2021	Good	Good	▲/⏫
2022	Good	Good	▲/⏫

⇊ ↓ ǀ ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Chevrolet Colorado

The Colorado was first available with crude and noisy four- and five-cylinder engines, and had an optional part-time four-wheel-drive system that can't be used on bare pavement. The Colorado's handling is sound but unexceptional. The ride is unsettled, and the body quivers constantly. 2007 brought a larger 3.7-liter engine. A V8 engine and standard ESC were added to the 2009 models. The 2015 redesign made this truck more maneuverable, and offered the choice of four-cylinder, V6, and diesel engines. The ride remained choppy, but handling is responsive. Updates for 2016 included Android Auto and Apple CarPlay capability. An eight-speed automatic and more power on the V6 arrived for 2017. Updates for the 2020 model year include a new infotainment system and an available locking tail gate. 2021 models get a mildly refreshed exterior.

REDESIGN/FRESHENING:
2004, 2015, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	'21	'22
Overall Reliability			ǀ	↑	⇊	⇊	⇊	ǀ	↓	⇊
Engine, Major			↑	↑	↓	↑	↑	↑	ǀ	⇈
Engine Minor			↓	↑	⇊	↑	↑	⇈	ǀ	⇊
Engine Cooling			⇈	⇈	ǀ	↑	⇈	⇈	⇈	⇈
Trans. Major			⇈	ǀ	⇊	⇊	⇊	↑	↑	⇊
Trans. Minor			↓	⇊	⇊	⇊	⇊	⇈	↑	⇊
Drive System			⇊	ǀ	⇊	⇊	⇊	↑	ǀ	⇈
Fuel System			↓	ǀ	ǀ	⇊	ǀ	⇈	⇈	⇈
Electrical			↑	⇈	↑	⇊	↑	↑	ǀ	⇊
Climate Syst.			⇈	↑	⇊	⇊	↑	ǀ	⇈	⇈
Suspension			⇊	ǀ	ǀ	⇈	⇈	↑	⇈	⇈
Brakes			ǀ	⇈	⇈	ǀ	↓	⇈	⇈	⇈
Exhaust			ǀ	⇈	↑	⇈	⇈	⇈	ǀ	⇈
Paint/Trim			↓	↓	⇈	↓	↑	⇈	⇈	⇊
Noises & Leaks			⇈	↓	⇈	⇈	↑	ǀ	↓	⇊
Body Hardware			↑	⇈	⇈	⇈	↑	⇈	⇈	⇊
Power Equip.			↓	ǀ	↑	⇈	⇈	ǀ	⇈	⇈
In-Car Electr.			⇊	⇊	↓	ǀ	ǀ	↓	↑	⇈

PRICES

2013	-
2014	-
2015	$14,700 - $23,600
2016	$16,500 - $25,300
2017	$17,700 - $32,500
2018	$18,900 - $35,700
2019	$19,800 - $38,400
2020	$22,200 - $41,600
2021	$26,200 - $44,400
2022	$28,100 - $47,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	Good	NT	↑/⇈
2016	Good	NT	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Chevrolet Corvette

The Corvette has had nimble handling, excellent brakes, and a fairly tolerable ride, but interior fit and finish were unimpressive. A redesigned Vette arrived in 2014, with sharp-edged styling, a 455-hp V8, and an interior worthy of the price. Acceleration is blisteringly quick, and handling is pinpoint. With the adjustable driving modes the car can be a fairly refined cruiser or track-ready race car. The seats deliver support and comfort. But the manual shifter is vague and tire noise is omnipresent. The 2020 redesign changed the Corvette to a mid-engine design, with its 495-hp, 6.2-liter V8 visible under the rear glass hatchback. It's coupled to a rapid-shifting eight-speed dual-clutch automatic that contributed to its 3.4-second sprint from 0 to 60 mph, accompanied by a glorious soundtrack. Handling agility is superlative, with immediate turn-in response and almost zero body roll. Yet the ride isn't punishing, thanks in part to our test car's optional adaptive suspension.

REDESIGN/FRESHENING:
2005, 2014, 2020

SAFETY EQUIPMENT:
ABS, ESC, and side air bags standard.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	*	ǀ	↑	⇈	↑	*	⇈	↑	↑	↓
Engine, Major	*	⇈	⇈	⇈	⇈	*	⇈	⇈	⇈	⇈
Engine Minor	*	⇈	↑	⇈	↑	*	⇈	⇈	⇈	↑
Engine Cooling	*	↓	ǀ	⇈	⇈	*	⇈	⇈	⇈	⇈
Trans. Major	*	⇊	⇊	↑	⇈	*	⇈	⇈	ǀ	⇈
Trans. Minor	*	⇊	ǀ	ǀ	⇊	*	⇈	ǀ	↑	⇈
Drive System	*	⇈	↓	⇈	↑	*	↑	⇈	⇈	⇈
Fuel System	*	↑	⇈	⇈	↑	*	⇈	ǀ	⇈	⇈
Electrical	*	⇈	⇈	⇈	⇈	*	⇈	⇈	⇈	⇈
Climate Syst.	*	↑	⇈	⇈	ǀ	*	⇈	⇈	⇈	⇈
Suspension	*	⇈	⇈	⇈	⇈	*	↑	⇈	⇈	⇈
Brakes	*	⇈	⇈	⇈	↑	*	⇈	⇈	⇈	⇈
Exhaust	*	⇈	⇈	⇈	↓	*	⇈	⇈	⇈	⇈
Paint/Trim	*	⇊	⇈	⇈	⇈	*	⇈	ǀ	↓	⇊
Noises & Leaks	*	↑	↑	⇈	⇈	*	⇊	⇈	↑	⇈
Body Hardware	*	⇊	⇈	⇈	⇈	*	⇈	⇈	↑	⇊
Power Equip.	*	⇈	⇈	⇈	⇈	*	⇈	⇈	⇈	⇈
In-Car Electr.	*	⇊	↑	⇈	⇈	*	↓	⇈	⇈	↓

PRICES

2013	$21,800 - $50,400
2014	$30,700 - $33,700
2015	$34,300 - $57,200
2016	$36,600 - $59,700
2017	$39,500 - $62,800
2018	$41,700 - $64,900
2019	$46,900 - $118,300
2020	$74,500 - $90,100
2021	$78,100 - $95,800
2022	$81,500 - $103,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Chevrolet Cruze

In 2011 the Cruze replaced, and greatly improved on, the unimpressive Cobalt as Chevrolet's mainstream small car. It feels solid and substantial, handles nicely, and has a firm but steady and controlled ride. Two four-cylinder engines are offered: a base 1.8-liter and an up-level turbocharged 1.4-liter. The latter has the edge in power delivery and quietness. Both, however, delivered a rather unimpressive 26 mpg. Noise levels are moderate, which is fairly good for this class. The well-finished cabin feels spacious up front, even for tall drivers, but it's cramped in the rear. The Cruze was redesigned for 2016 with a 1.4-liter turbo engine that got 30 mpg overall in our tests. A diesel version was added a year later that got an impressive 41 mpg overall. A hatchback version was new for 2017. 2019 was the Cruze's last year.

REDESIGN/FRESHENING:
2011, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	⇊	⇊	⇊	⇊	|	|	*			
Engine, Major	|	⇊	⇊	⇊	⇊	⇈	*			
Engine Minor	⇊	⇊	⇊	⇊	↑	⇈	*			
Engine Cooling	⇊	⇊	⇊	⇊	⇈	⇈	*			
Trans. Major	⇈	↑	⇈	⇈	⇊	|	*			
Trans. Minor	⇈	⇊	⇊	⇈	⇊	|	*			
Drive System	|	|	⇊	⇈	↓	⇈	*			
Fuel System	⇊	⇊	⇊	|	⇊	⇈	*			
Electrical	↓	|	⇊	⇊	⇈	|	*			
Climate Syst.	↑	↓	⇊	↓	⇈	↑	*			
Suspension	↑	↑	⇈	⇈	⇈	⇈	*			
Brakes	|	⇈	⇊	⇊	⇊	⇊	*			
Exhaust	↓	⇊	⇊	⇈	⇈	⇈	*			
Paint/Trim	|	⇈	|	⇊	↑	|	*			
Noises & Leaks	⇊	|	⇊	⇈	↓	⇊	*			
Body Hardware	|	↑	↓	⇈	↑	⇈	*			
Power Equip.	⇈	⇈	↓	⇈	↑	|	*			
In-Car Electr.	⇈	↑	↑	↑	↑	↑	*			

PRICES

2013	$7,100 - $8,100
2014	$7,900 - $9,500
2015	$8,300 - $10,500
2016	$9,900 - $13,400
2017	$11,500 - $14,500
2018	$13,400 - $16,700
2019	$14,600 - $17,800
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	⇈/⇈
2014	Good	Marg.	⇈/⇈
2015	Good	Marg.	⇈/⇈
2016	Good	NT	⇈/↑
2017	Good	NT	⇈/↑
2018	Good	NT	⇈/↑
2019	Good	NT	⇈/↑
2020	-	-	-
2021	-	-	-
2022	-	-	-

Chevrolet Equinox

The redesigned 2010 Equinox, which can be had with four-cylinder and V6 engines, was light years better than its predecessor. The V6 is quieter and delivers more effortless power but at the expense of fuel economy. It has a very roomy rear seat, and the interior is well constructed. The ride is taut yet supple and controlled and handling is responsive and secure. But fuel economy still falls short of the best small SUVs. The 2016 models got a smattering of cosmetic updates and a standard rear-view camera. Four-cylinder models have an overworked 2.4-liter engine, which returned 21 mpg. Redesigned for 2018, the Equinox came with a roomy and quiet interior, absorbent and controlled ride, and responsive handling. The fuel-thrifty 137-hp, 1.6-liter turbodiesel four-cylinder returned 31 mpg overall. The interior has some cheap touches, however, the seats are quite comfortable. The 2020 model year saw the discontinuation of the diesel engine. The 2.0-liter turbo four-cylinder engine option was dropped for 2021.

REDESIGN/FRESHENING:
2010, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	↓	↓	|	|	⇈	|	↑	|	|	⇊
Engine, Major	⇊	⇊	↓	↓	⇈	⇈	↑	⇈	⇈	↑
Engine Minor	⇊	⇊	⇊	⇊	↑	⇈	↑	↓	⇈	↑
Engine Cooling	|	⇊	↑	↑	⇈	⇈	⇈	⇈	⇈	↑
Trans. Major	|	↑	⇈	↑	⇈	|	⇈	⇈	⇈	↓
Trans. Minor	↓	↑	⇈	↑	⇈	↑	↑	⇈	⇈	|
Drive System	|	↓	⇊	↑	⇈	↑	↑	⇈	↑	⇈
Fuel System	⇊	⇊	|	↓	|	↑	⇈	⇈	⇈	⇈
Electrical	|	⇊	↓	↓	⇈	↑	↑	↓	⇈	↑
Climate Syst.	|	↑	|	↓	⇈	↑	⇈	↑	⇈	⇈
Suspension	↑	|	↑	↑	↓	⇈	⇈	↑	⇈	⇈
Brakes	↑	⇊	⇊	↓	↑	↑	↑	↑	⇈	↑
Exhaust	⇊	⇊	⇊	⇈	⇈	↑	⇈	⇈	⇈	⇈
Paint/Trim	|	⇊	⇊	⇈	|	↑	↑	⇈	↓	⇈
Noises & Leaks	|	↓	↓	↑	↑	|	|	↓	↑	↑
Body Hardware	↑	|	↓	↑	⇈	↑	⇈	⇈	↑	⇈
Power Equip.	⇈	|	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
In-Car Electr.	⇊	↑	|	⇈	|	↓	|	|	↑	↓

PRICES

2013	$7,800 - $10,200
2014	$9,000 - $12,400
2015	$9,900 - $14,200
2016	$12,100 - $16,300
2017	$14,200 - $17,100
2018	$16,600 - $22,700
2019	$18,200 - $25,400
2020	$20,200 - $26,200
2021	$21,900 - $29,200
2022	$23,800 - $36,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

⇊ ↓ ○ ↑ ⇈
WORSE — BETTER

✓ **CR** RECOMMENDED

Chevrolet Impala

Prior to the 2014 redesign the Impala was a mediocre and outdated sedan. Its various V6 engines got the job done, but weren't very smooth or refined. Ride and handling were mediocre even by the period's standards. The rear bench is uncomfortable and too low. The 2006 freshening brought updated engines. Performance got better and mileage stayed at an acceptable 20 mpg. But it wasn't until 2014 that the Impala was completely redesigned and became an appealing option. With a contemporary interior and powertrain, a plush ride, and responsive handling, it outshone some luxury sedans costing tens of thousands more. The roomy and quiet interior, and easy to use controls were other pluses. Updates for 2016 included Apple CarPlay capability and wireless cell-phone charging. 2020 was the last year for the Impala.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2014	ABS, ESC, side and head protection air bags standard.	Front

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	↓	↓	⇈	○	○	⇊	↑	*		
Engine, Major	↓	↓	⇈	⇈	↑	⇈	⇈	*		
Engine Minor	⇈	○	⇈	↑	○	↑	⇊	*		
Engine Cooling	⇈	⇊	⇈	⇈	⇈	⇈	⇈	*		
Trans. Major	○	↓	⇈	↓	↓	⇈	⇈	*		
Trans. Minor	↓	↑	⇈	○	⇈	○	⇈	*		
Drive System	⇊	⇊	○	⇈	⇈	↓	⇈	*		
Fuel System	⇊	↓	⇈	⇊	⇊	↑	○	*		
Electrical	↑	↓	↑	⇈	↑	↓	⇊	*		
Climate Syst.	○	↓	↑	⇊	⇊	⇊	⇊	*		
Suspension	⇊	⇊	○	⇊	⇊	↑	⇈	*		
Brakes	⇈	↓	↑	⇊	⇈	○	⇈	*		
Exhaust	⇈	○	↑	○	⇊	⇈	○	*		
Paint/Trim	⇈	↓	⇈	○	↑	↑	⇈	*		
Noises & Leaks	⇈	⇊	↓	○	○	⇈	○	*		
Body Hardware	⇈	↓	⇈	⇈	⇈	↑	⇈	*		
Power Equip.	○	○	○	○	⇈	↑	⇈	*		
In-Car Electr.	⇈	○	↑	↓	⇈	↓	⇈	*		

PRICES

2013	$8,000 - $8,800
2014	$9,500 - $14,100
2015	$10,400 - $15,400
2016	$11,200 - $17,000
2017	$15,900 - $18,200
2018	$17,300 - $19,700
2019	$19,300 - $21,600
2020	$22,300 - $23,700
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/↑
2014	Good	NT	⇈/⇈
2015	Good	Accpt.	⇈/⇈
2016	Good	Accpt.	⇈/⇈
2017	Good	Accpt.	⇈/⇈
2018	Good	Accpt.	⇈/⇈
2019	Good	Accpt.	⇈/⇈
2020	Good	Accpt.	⇈/⇈
2021	-	-	-
2022	-	-	-

Chevrolet Malibu

In 2013 the Malibu was redesigned, and based on the Buick Regal. Both the normally-aspirated and turbo four-cylinders are quiet and refined. The 2.5-liter four-cylinder returned 26 mpg. The quicker 2.0-liter turbo four-cylinder got 24 mpg. The rear seat is tight. Models with the leather seats are worth the upgrade. The stylish 2016 redesign got smaller, more efficient turbo engines and a hybrid that got an impressive 41 mpg in our testing. For 2019, the 1.5-liter turbo engine was paired to a CVT, and returned 29 mpg overall in our tests. The sedan soldiers on unchanged, with a comfortable ride and quiet, spacious cabin. Handling is respectable, too, in a class where competitors can feel mundane to drive. Two turbo four-cylinder engines are offered. Up front is a comfortable cockpit and an updated version of Chevrolet's infotainment system. But the cloth seats provide less back and leg support than the leather seats.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2013, 2016	ABS, ESC, side and head protection air bags standard.	Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	⇊	⇊	⇈	⇊	○	⇊	*	*	*	*
Engine, Major	⇊	⇊	↑	⇊	⇈	⇈	*	*	*	*
Engine Minor	⇊	⇊	↑	⇊	↓	⇊	*	*	*	*
Engine Cooling	⇊	⇊	⇈	⇊	⇈	⇈	*	*	*	*
Trans. Major	○	⇊	⇈	⇈	○	↓	*	*	*	*
Trans. Minor	⇊	⇊	⇈	↓	↓	⇊	*	*	*	*
Drive System	⇊	⇊	↑	⇊	⇊	⇊	*	*	*	*
Fuel System	↓	⇊	⇈	○	○	⇈	*	*	*	*
Electrical	⇊	⇊	⇈	↑	⇈	↑	*	*	*	*
Climate Syst.	↑	⇊	⇈	⇈	⇈	↑	*	*	*	*
Suspension	↑	⇊	○	↑	↑	⇊	*	*	*	*
Brakes	⇊	⇊	↑	⇊	↑	○	*	*	*	*
Exhaust	○	⇈	⇈	⇈	○	⇈	*	*	*	*
Paint/Trim	⇊	⇈	⇊	↓	○	↓	*	*	*	*
Noises & Leaks	↓	⇈	↑	⇊	⇊	⇊	*	*	*	*
Body Hardware	○	⇈	⇊	⇊	↓	↓	*	*	*	*
Power Equip.	○	⇈	⇈	⇈	⇊	⇈	*	*	*	*
In-Car Electr.	⇊	○	↑	⇊	○	↓	*	*	*	*

PRICES

2013	$8,100 - $9,600
2014	$9,400 - $11,400
2015	$11,400 - $13,400
2016	$12,800 - $16,300
2017	$14,300 - $17,600
2018	$15,800 - $19,500
2019	$17,200 - $22,000
2020	$18,700 - $23,500
2021	$20,300 - $25,200
2022	$23,000 - $26,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	⇈/⇈
2014	Good	Good	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/↑
2020	Good	Good	⇈/↑
2021	Good	Good	⇈/↑
2022	Good	Good	⇈/↑

Chevrolet Silverado 1500

Chevrolet's full-size Silverado has powerful engines, responsive handling, and a decent ride, but the powertrains aren't as refined as some competitors'. A redesign for 2014 brought a more spacious cabin that is as quiet as a luxury car's. Fuel economy from the 5.3-liter V8 is 16 mpg, but the truck feels sluggish. Compared to other full-sized trucks, the Silverado's cab sits lower to the ground, easing access. Updates for 2015 included an eight-speed automatic for the 6.2-liter V8; in 2016 the 5.3-liter got it too. The 2019 redesign saw the 5.3-liter V8 become smoother and more responsive, and fuel economy improved to 17 mpg overall. The ride is stiff and snappy, but the cabin is very quiet. Handling is sound and secure. The infotainment system is easy to use. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. A 3.0-liter six-cylinder diesel paired to a 10-speed automatic arrived for 2020, which returned 23 mpg overall in our tests. Other changes for 2020 saw the ride improve.

REDESIGN/FRESHENING:
2014, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	❙	↓	⇊	⇊	⇊	⇊	⇊	↓	⇊	↓
Engine, Major	❙	↑	↓	❙	↑	↓	↓	⇈	⇊	⇈
Engine Minor	↑	↑	⇈	↑	❙	❙	⇊	⇊	⇊	↑
Engine Cooling	⇈	⇈	⇈	↑	⇈	❙	⇈	⇈	↑	⇈
Trans. Major	↓	⇊	⇊	⇊	⇊	⇊	⇊	↑	↑	⇈
Trans. Minor	↓	↓	⇊	⇊	⇊	⇊	⇊	↑	↑	↑
Drive System	↑	❙	⇊	⇊	⇊	↓	⇊	❙	❙	⇈
Fuel System	⇊	↑	↑	❙	❙	↑	↑	❙	↑	↑
Electrical	↑	↑	↑	↑	❙	↓	↓	↓	↓	⇈
Climate Syst.	❙	⇊	⇊	⇊	↓	↑	↓	↑	↑	↓
Suspension	↑	❙	↓	↓	❙	❙	❙	↑	⇈	⇈
Brakes	↑	❙	⇊	↓	❙	↑	⇊	⇊	⇈	↑
Exhaust	❙	↓	↓	⇈	⇈	⇈	⇈	↑	⇈	⇊
Paint/Trim	⇊	↓	⇊	⇊	❙	⇈	↑	❙	⇈	⇈
Noises & Leaks	↑	↑	❙	❙	↓	↓	⇊	❙	↑	↑
Body Hardware	⇊	↓	❙	❙	❙	⇈	↑	↑	⇈	⇈
Power Equip.	❙	↓	❙	⇈	↓	↑	❙	↑	⇈	⇈
In-Car Electr.	❙	↑	⇊	❙	❙	❙	⇊	❙	↑	↑

PRICES

2013	$11,200 - $18,800
2014	$12,300 - $24,200
2015	$13,500 - $27,000
2016	$14,100 - $31,300
2017	$15,800 - $34,800
2018	$17,800 - $41,100
2019	$25,000 - $48,100
2020	$27,000 - $49,700
2021	$29,000 - $51,500
2022	$31,100 - $71,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	Marg.	⇈/⇈
2017	Good	Marg.	⇈/⇈
2018	Good	Marg.	⇈/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Chevrolet Sonic

The standard Sonic uses an unimpressive 1.8-liter four-cylinder engine, which makes the expense of upgrading to the modestly quicker and more fuel-efficient 1.4-liter turbocharged four-cylinder worthwhile. The six-speed manual transmission is somewhat balky, but the automatic has to dig for gears constantly. The turbocharged four-cylinder engine and six-speed manual in our tested LTZ produced lively acceleration and 30 mpg overall – two mpg better than the base engine. Handling is fairly nimble, the brakes are excellent, and the ride is civilized for this class. The sedan has a huge trunk and gives a better view out, but the hatchback version has more cargo versatility. Both offer a relatively quiet cabin, but the rear seats are cramped. Available features included heated seats, a sunroof, and a remote start. Crash-test results are impressive. 2020 was the final year for the Sonic.

REDESIGN/FRESHENING:
2012

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*		
Engine, Major	*	*	*	*	*	*	*	*		
Engine Minor	*	*	*	*	*	*	*	*		
Engine Cooling	*	*	*	*	*	*	*	*		
Trans. Major	*	*	*	*	*	*	*	*		
Trans. Minor	*	*	*	*	*	*	*	*		
Drive System	*	*	*	*	*	*	*	*		
Fuel System	*	*	*	*	*	*	*	*		
Electrical	*	*	*	*	*	*	*	*		
Climate Syst.	*	*	*	*	*	*	*	*		
Suspension	*	*	*	*	*	*	*	*		
Brakes	*	*	*	*	*	*	*	*		
Exhaust	*	*	*	*	*	*	*	*		
Paint/Trim	*	*	*	*	*	*	*	*		
Noises & Leaks	*	*	*	*	*	*	*	*		
Body Hardware	*	*	*	*	*	*	*	*		
Power Equip.	*	*	*	*	*	*	*	*		
In-Car Electr.	*	*	*	*	*	*	*	*		

PRICES

2013	$5,600 - $8,500
2014	$6,900 - $9,300
2015	$8,100 - $10,400
2016	$9,200 - $12,000
2017	$11,100 - $13,300
2018	$12,100 - $15,400
2019	$13,700 - $17,600
2020	$17,000 - $19,300
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	NT
2014	Good	Marg.	NT
2015	Good	Good	NT
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	-	-	-
2022	-	-	-

⇊ ↓ ❘ ↑ ⇈
WORSE BETTER

✓ CR RECOMMENDED

Chevrolet Spark

Chevrolet's tiny Spark four-seat city car has some nice features, but it isn't a good deal. Its dinky 84-hp, 1.2-liter four-cylinder and jerky CVT combined to provide slow acceleration and its 32 mpg overall is not impressive for this class. The cabin is cramped and relentlessly noisy, the ride is stiff and jittery. While not exciting to drive, the Spark is maneuverable, easy to park, and boasts a rear seat fit for two adults. The all-electric version is surprisingly fun, giving the Spark plenty of smooth and quiet power. With a slightly longer wheelbase and lower roof, the redesigned 2016 Spark got a 98-hp, 1.4-liter four-cylinder that delivered leisurely acceleration and 33 mpg overall, giving it no fuel economy advantage over larger compact sedans. Handling is very responsive but the darty steering makes it feel unsettling at speed. The ride is unyieldingly stiff. Inside, the elevated seating position gives the driver a commanding view out. The rear seat, however, is better suited for a backpack. 2022 is the Spark's final year.

REDESIGN/FRESHENING: 2013, 2016

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$6,100 - $6,400
2014	$6,900 - $7,800
2015	$8,000 - $9,400
2016	$9,500 - $10,900
2017	$11,000 - $13,000
2018	$11,700 - $14,400
2019	$13,100 - $16,400
2020	$14,200 - $17,400
2021	$15,500 - $17,900
2022	$16,500 - $19,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	Good	Accpt.	↑/⇈
2015	Good	Accpt.	↑/⇈
2016	Good	NT	NT
2017	Good	NT	NT
2018	Good	NT	NT
2019	Good	NT	NT
2020	Good	NT	NT
2021	Good	NT	NT
2022	Good	NT	NT

Chevrolet Suburban

GM's largest SUV is usually configured to hold seven passengers. It can haul massive loads or tow big trailers without breaking a sweat, thanks to its strong-but-thirsty 5.3-liter V8. The SUV is relatively agile and has good steering and brakes. The interior looks nice, but the third-row seats lack thigh support and don't fold into the floor. The automatic full-time 4WD system is a plus. The 2015 redesign brought a sumptuous and quiet interior, power folding second- and third-row seats, and available advanced safety features. We would gravitate toward LTZ or Premier versions for their more controlled ride. The redesigned 2021 model got an independent rear suspension that improved ride comfort, handling, and third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic. The ride is comfortable, and handling is rather ponderous but safe. The enormous cabin is quiet, and the controls are easy to use except for the tricky gear selector. Note that the tall hood hurts forward visibility.

REDESIGN/FRESHENING: 2015, 2021

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS: 4WD; Rear

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	**'21**	'22
Overall Reliability	❘	❘	⇊	⇊	⇊	⇊	⇊	*	*	*
Engine, Major	❘	❘	⇈	↓	⇊	↑	↑	*	*	*
Engine Minor	⇈	↓	⇈	⇈	↑	❘	⇊	*	*	*
Engine Cooling	⇈	❘	↑	↑	↑	↑	⇊	*	*	*
Trans. Major	⇈	↑	⇊	⇊	⇊	⇊	⇈	*	*	*
Trans. Minor	⇈	⇈	⇊	❘	⇊	⇊	⇈	*	*	*
Drive System	↑	⇊	⇊	❘	⇈	⇈	↑	*	*	*
Fuel System	⇊	⇈	⇈	⇈	↓	↑	⇈	*	*	*
Electrical	❘	↑	⇈	❘	⇊	⇈	⇊	*	*	*
Climate Syst.	❘	⇊	⇊	⇊	⇊	↑	❘	*	*	*
Suspension	⇊	↓	⇊	⇊	⇊	⇊	⇊	*	*	*
Brakes	⇈	⇈	⇊	↓	⇊	⇈	⇈	*	*	*
Exhaust	⇈	⇈	⇈	↑	↑	↑	⇈	*	*	*
Paint/Trim	❘	❘	⇊	⇊	↑	↑	⇈	*	*	*
Noises & Leaks	↑	↑	❘	⇈	↑	⇈	⇈	*	*	*
Body Hardware	↓	↓	⇊	⇊	↑	⇈	↑	*	*	*
Power Equip.	⇈	↓	❘	⇊	⇊	⇈	↓	*	*	*
In-Car Electr.	❘	↑	↑	⇊	⇊	⇊	⇈	*	*	*

PRICES

2013	$13,200 - $19,900
2014	$14,400 - $20,200
2015	$20,000 - $25,800
2016	$23,100 - $41,600
2017	$26,500 - $44,900
2018	$29,700 - $47,700
2019	$33,800 - $53,900
2020	$36,900 - $48,700
2021	$49,200 - $73,000
2022	$56,600 - $78,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	⇈/⇈
2014	NT	NT	⇈/⇈
2015	NT	NT	↑/⇈
2016	NT	NT	↑/⇈
2017	NT	NT	↑/⇈
2018	NT	NT	↑/⇈
2019	NT	NT	↑/⇈
2020	NT	NT	↑/⇈
2021	NT	NT	↑/⇈
2022	NT	NT	↑/⇈

Chevrolet Tahoe

This full-sized SUV offers impressive towing and an absorbent low-speed ride. However, there is little cargo space behind the raised third row and the ride deteriorates on the highway. A 2015 redesign markedly improved the interior and added power folding second and third-row seats. Beyond that, it's essentially a shorter Suburban, with a 5.3-liter V8 and a six-speed automatic. A 6.2-liter V8 engine and 10-speed automatic transmission were also available. If your budget permits, the magnetic ride control on the LTZ significantly improves the handling and ride quality. The redesigned 2021 model gets an independent rear suspension that improved ride comfort, and third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic transmission and together the powertrain supplies plenty of predictable uninterrupted power. Handling is rather ponderous but secure. Controls are very easy to use except for the tricky gear selector. It's a big step to get into the Tahoe and the tall hood cuts forward visibility.

REDESIGN/FRESHENING:
2015, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	**'21**	'22
Overall Reliability	!	*	⇊	⇊	⇊	!	⇊	⇈	⇊	⇈
Engine, Major	⇈	*	↑	⇊	⇊	↑	↑	⇈	⇊	⇈
Engine Minor	↓	*	⇈	⇊	!	!	!	⇈	↑	⇈
Engine Cooling	↑	*	⇈	↑	⇈	↓	!	⇈	↑	⇈
Trans. Major	!	*	⇊	⇊	⇊	↑	↑	⇈	⇈	⇈
Trans. Minor	↑	*	!	⇊	↓	↑	⇊	⇈	⇈	⇈
Drive System	↑	*	!	⇊	⇊	⇈	↑	⇈	⇊	⇈
Fuel System	↑	*	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	*	!	↓	!	↑	↑	⇈	⇈	⇈
Climate Syst.	⇊	*	⇊	⇊	⇊	⇊	⇈	⇈	↑	⇈
Suspension	↑	*	⇊	⇊	⇊	↓	↑	⇈	⇈	⇈
Brakes	↑	*	⇊	!	⇈	⇈	⇈	⇈	⇈	⇈
Exhaust	↑	*	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↓	*	⇊	⇊	⇊	!	↓	!	⇈	⇈
Noises & Leaks	!	*	⇊	!	↑	!	↑	!	!	⇈
Body Hardware	↓	*	↑	⇊	⇊	↑	↓	⇈	⇈	⇈
Power Equip.	⇈	*	!	⇊	↓	⇈	↓	!	⇈	⇈
In-Car Electr.	⇈	*	⇊	⇊	⇊	↑	↓	↑	!	↓

PRICES

2013	$12,800 - $19,100
2014	$14,200 - $19,800
2015	$19,900 - $26,500
2016	$22,900 - $31,300
2017	$26,500 - $34,600
2018	$29,500 - $39,000
2019	$31,800 - $46,300
2020	$35,000 - $47,600
2021	$46,000 - $69,000
2022	$51,900 - $75,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	⇈/⇈
2014	NT	NT	⇈/⇈
2015	NT	NT	⇈/⇈
2016	NT	NT	⇈/⇈
2017	NT	NT	⇈/⇈
2018	NT	NT	⇈/⇈
2019	NT	NT	↑/⇈
2020	NT	NT	↑/⇈
2021	NT	NT	↑/⇈
2022	NT	NT	↑/⇈

Chevrolet Trailblazer

Chevrolet resurrected the Trailblazer name for its subcompact SUV, which effectively replaced the Trax and slots under the Equinox. It shares a platform and powertrain with the Buick Encore GX. Like the GX, base models get a 1.2-liter turbo three-cylinder, while upper trims and all-wheel-drive versions come with a 155-hp, 1.3-liter turbo engine and nine-speed automatic. This latter engine is responsive and fuel-efficient. For its small footprint, the Trailblazer provides ample room, but thick roof pillars and the lack of a third side window compromise rear and side visibility. The ride is decent, but handling is rather clumsy. Road noise is pronounced. Standard active safety features include FCW and AEB with pedestrian detection; BSW and RCTW are optional.

REDESIGN/FRESHENING:
2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	**'21**	'22
Overall Reliability									↑	*
Engine, Major									⇈	*
Engine Minor									⇈	*
Engine Cooling									⇈	*
Trans. Major									⇈	*
Trans. Minor									⇈	*
Drive System									⇈	*
Fuel System									!	*
Electrical									⇈	*
Climate Syst.									⇈	*
Suspension									!	*
Brakes									⇈	*
Exhaust									⇈	*
Paint/Trim									⇈	*
Noises & Leaks									⇈	*
Body Hardware									⇈	*
Power Equip.									⇈	*
In-Car Electr.									⇈	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	$20,600 - $28,600
2022	$24,600 - $30,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Chevrolet Traverse

The Traverse has a spacious and quiet interior, with a third-row seat roomy enough to accommodate adults. Seating for seven or eight is available. Handling is responsive and the ride is comfortable. The smooth 3.6-liter V6 mated to a six-speed automatic returned 16 mpg in our tests. A minor freshening for 2013 brought an improved infotainment system and a standard front-center air bag, which is designed to prevent the driver and passengers bumping heads during a side collision. Chevrolet made the Traverse longer in 2018, adding room for rear seat passengers. The redesigned model had a quiet interior, a very comfortable ride, and responsive handling. The tested 3.6-liter V6 supplied generous reserve power, helped by a nine-speed automatic transmission. We measured 20 mpg overall. 2020 included a new infotainment system, while the four-cylinder engine was dropped.

REDESIGN/FRESHENING:
2009, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	*	!	⇊	↓	!	⇊	⇊	!	↓	↓
Engine, Major	*	↑	⇈	!	↑	⇈	↑	⇈	⇈	⇈
Engine Minor	*	!	⇈	⇈	⇈	↓	⇊	⇈	⇈	⇈
Engine Cooling	*	!	⇊	⇈	↑	⇈	⇈	⇈	⇈	⇈
Trans. Major	*	↑	⇊	⇊	!	⇊	↓	↓	⇈	⇈
Trans. Minor	*	⇊	⇈	↑	↑	⇊	⇊	↑	⇊	⇊
Drive System	*	⇊	⇊	↑	⇈	↓	↓	⇈	⇈	⇊
Fuel System	*	⇈	⇊	⇊	⇊	↓	!	↑	↑	⇈
Electrical	*	↓	↓	!	⇈	⇊	!	⇈	⇈	⇈
Climate Syst.	*	⇊	⇊	⇊	⇊	⇊	↑	↑	!	⇈
Suspension	*	↓	⇊	↓	⇊	⇈	↑	↑	⇈	⇈
Brakes	*	⇈	⇊	⇈	↓	↓	⇈	!	⇊	⇈
Exhaust	*	⇈	⇈	!	⇈	↓	!	⇈	⇈	⇈
Paint/Trim	*	↓	⇊	!	!	!	↑	↑	⇈	⇈
Noises & Leaks	*	↑	⇈	↑	⇈	↑	↑	⇊	⇈	⇈
Body Hardware	*	⇊	⇊	↑	!	!	⇈	↑	!	⇈
Power Equip.	*	⇈	⇊	↑	↑	⇊	⇈	⇈	⇈	⇈
In-Car Electr.	*	↑	⇈	⇊	⇊	↑	↑	⇊	⇈	!

PRICES

2013	$9,700 - $13,500
2014	$10,500 - $14,600
2015	$12,500 - $17,300
2016	$13,600 - $19,600
2017	$15,700 - $23,300
2018	$19,400 - $31,800
2019	$21,800 - $35,800
2020	$23,500 - $39,700
2021	$25,600 - $44,500
2022	$31,700 - $48,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	⇈/⇈
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	NT	⇈/⇈
2017	Good	NT	⇈/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	NT

Chevrolet Trax

This bite-sized crossover, essentially a stripped down Buick Encore, is an ambitiously-priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter turbo four-cylinder and six-speed automatic, which delivered lukewarm performance. Despite the small-displacement turbo engine designed to save fuel, we got only 25 mpg overall with our all-wheel-drive Trax. The cabin is narrow, cramped, and overall basic, with just a few amenities. The front seats are narrow with firm side bolsters, making you feel as if you're sitting on top of them rather than being welcomed within them. The slanted rear hatch limits the ability to carry tall items in the cargo area. Pronounced engine noise and stiff ride don't add to the experience. Overall, we would skip the Trax like a stone across a pond.

REDESIGN/FRESHENING:
2015

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	'21	'22
Overall Reliability			*	*	*	*	*	⇈	*	*
Engine, Major			*	*	*	*	*	⇈	*	*
Engine Minor			*	*	*	*	*	⇈	*	*
Engine Cooling			*	*	*	*	*	⇈	*	*
Trans. Major			*	*	*	*	*	⇈	*	*
Trans. Minor			*	*	*	*	*	⇈	*	*
Drive System			*	*	*	*	*	⇈	*	*
Fuel System			*	*	*	*	*	⇈	*	*
Electrical			*	*	*	*	*	⇈	*	*
Climate Syst.			*	*	*	*	*	⇈	*	*
Suspension			*	*	*	*	*	⇈	*	*
Brakes			*	*	*	*	*	⇈	*	*
Exhaust			*	*	*	*	*	⇈	*	*
Paint/Trim			*	*	*	*	*	⇈	*	*
Noises & Leaks			*	*	*	*	*	⇈	*	*
Body Hardware			*	*	*	*	*	⇈	*	*
Power Equip.			*	*	*	*	*	⇈	*	*
In-Car Electr.			*	*	*	*	*	⇈	*	*

PRICES

2013	-
2014	-
2015	$10,300 - $12,200
2016	$11,600 - $14,000
2017	$13,200 - $16,300
2018	$14,700 - $17,800
2019	$16,500 - $20,100
2020	$18,000 - $22,300
2021	$19,700 - $22,000
2022	$21,200 - $23,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Chevrolet Volt

The Volt is quick, quiet, and responsive, and uses a backup gas engine to extend beyond its electric range. The first generation could run about 35 miles on electric power. Once the lithium-ion battery is depleted, the 1.4-liter engine turns on to extend the driving range. It takes about 4 hours to recharge on a 240-volt supply and about 10 hours on 120 volts. We got 2.93 miles per kWh overall and 32 mpg overall on gas mode. Ride and handling are sound. Visibility is wanting, the controls are a jumble, and as a four-seater, practicality is compromised. A 2016 redesign made the Volt quicker and quieter, and visibility, ergonomics, and ride comfort all improved. This generation Volt could go about 50 miles on electricity before transitioning to traditional hybrid mode. It had sufficient electric power for low-speed driving as a hybrid, typically up to 25 mph. In that mode alone we measured 38 mpg. 2019 was the Volt's last year.

REDESIGN/FRESHENING: 2011, 2016

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	↑	●	*	●	⇊	⇊	*			
Engine, Major	↓	↑	*	⇊	⇊	⇊	*			
Engine Minor	●	●	*	●	⇊	⇊	*			
Engine Cooling	⇈	●	*	⇈	⇊	⇈	*			
Trans. Major	↑	⇈	*	⇈	⇈	⇊	*			
Trans. Minor	↑	⇈	*	⇈	↓	⇊	*			
Drive System	⇈	↓	*	⇈	●	↑	*			
Fuel System	⇈	⇈	*	↓	⇊	⇈	*			
Electrical	⇊	↑	*	⇊	⇊	⇊	*			
Climate Syst.	⇊	⇊	*	↑	⇈	⇈	*			
Suspension	⇈	⇊	*	↓	↑	⇈	*			
Brakes	●	↑	*	⇈	●	●	*			
Exhaust	⇈	⇈	*	⇈	↓	⇈	*			
Paint/Trim	⇈	⇈	*	⇈	⇈	⇈	*			
Noises & Leaks	⇈	↑	*	⇈	●	⇊	*			
Body Hardware	⇈	⇈	*	⇈	↑	⇈	*			
Power Equip.	●	⇈	*	⇊	↑	⇈	*			
In-Car Electr.	↓	↑	*	↑	●	↓	*			

PRICES

2013	$9,300 - $9,300
2014	$11,000 - $11,000
2015	$12,400 - $12,400
2016	$14,900 - $16,800
2017	$17,600 - $18,900
2018	$22,400 - $24,000
2019	$24,800 - $26,900
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	Accpt.	↑/⇈
2015	Good	Accpt.	↑/⇈
2016	Good	Good	NT
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	-	-	-
2021	-	-	-
2022	-	-	-

Chrysler 200

The precursor to the 200, the Sebring, was reworked and renamed in 2011, getting a much nicer interior, a more compliant ride, and a strong, smooth V6. Handling remained underwhelming. The 2015 model year brought a total redesign. While it represented a vast improvement over the previous model, the 200 continued to trail the field by a considerable margin. This is largely owing to klutzy handling and cramped packaging. The thrashy base four-cylinder engine was paired to a nine-speed automatic transmission and delivered a commendable 30 mpg overall. The more powerful 3.6-liter V6 was smoother, and returned 25 mpg overall. The touchscreen infotainment system was easy to use. Even in its most recent years, it suffered from unsettled ride, hampered visibility and cramped rear seat. The 200 was dropped after 2017.

REDESIGN/FRESHENING: 2011, 2015

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	⇊	*	*					
Engine, Major	*	*	⇊	*	*					
Engine Minor	*	*	⇊	*	*					
Engine Cooling	*	*	⇊	*	*					
Trans. Major	*	*	⇊	*	*					
Trans. Minor	*	*	⇊	*	*					
Drive System	*	*	⇊	*	*					
Fuel System	*	*	⇈	*	*					
Electrical	*	*	⇊	*	*					
Climate Syst.	*	*	↑	*	*					
Suspension	*	*	⇊	*	*					
Brakes	*	*	●	*	*					
Exhaust	*	*	⇈	*	*					
Paint/Trim	*	*	⇈	*	*					
Noises & Leaks	*	*	●	*	*					
Body Hardware	*	*	⇈	*	*					
Power Equip.	*	*	●	*	*					
In-Car Electr.	*	*	⇊	*	*					

PRICES

2013	$6,600 - $9,000
2014	$8,200 - $12,400
2015	$11,600 - $14,100
2016	$13,300 - $16,600
2017	$15,200 - $18,700
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	↑/●
2014	Good	Accpt.	↑/●
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Chrysler 300

The Chrysler 300 offered a choice of two V6 engines or, in 300C trim, a strong V8. The 300C accelerated well but drank fuel and handling was unexceptional. We found the ride in the V6 Touring trim to be supple and controlled but the 300C felt stiffer. The styling impeded the view out and made the cabin feel claustrophobic. A much-improved redesign arrived for 2011, making this car a respectable, large luxury cruiser. A smooth eight-speed automatic was added to the V6 in 2012 and extended to the V8s three years later. The 5.7-liter V8 is punchy but thirsty; the 3.6-liter V6 is plenty powerful and got a good 22 mpg overall in our tests. The 300's stately ride, responsive handling, and quiet cabin make it feel like a true luxury car. The touchscreen infotainment system was one of the best at the time. Updates for 2015 included minor revisions to exterior styling, slightly plusher interior trim, and steering tweaks.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	!	↓	*	*	*	*	*	*	*	*
Engine, Major	⇈	⇊	*	*	*	*	*	*	*	*
Engine Minor	↑	!	*	*	*	*	*	*	*	*
Engine Cooling	⇈	↓	*	*	*	*	*	*	*	*
Trans. Major	⇈	⇈	*	*	*	*	*	*	*	*
Trans. Minor	⇈	⇈	*	*	*	*	*	*	*	*
Drive System	⇊	⇊	*	*	*	*	*	*	*	*
Fuel System	⇈	↓	*	*	*	*	*	*	*	*
Electrical	⇈	↓	*	*	*	*	*	*	*	*
Climate Syst.	↑	⇈	*	*	*	*	*	*	*	*
Suspension	↓	⇊	*	*	*	*	*	*	*	*
Brakes	⇊	⇊	*	*	*	*	*	*	*	*
Exhaust	⇈	⇊	*	*	*	*	*	*	*	*
Paint/Trim	⇊	⇈	*	*	*	*	*	*	*	*
Noises & Leaks	↓	⇈	*	*	*	*	*	*	*	*
Body Hardware	↓	⇈	*	*	*	*	*	*	*	*
Power Equip.	!	⇊	*	*	*	*	*	*	*	*
In-Car Electr.	⇊	!	*	*	*	*	*	*	*	*

PRICES

2013	$9,500 - $20,700
2014	$11,400 - $23,700
2015	$12,900 - $18,300
2016	$15,500 - $20,400
2017	$17,500 - $23,800
2018	$19,400 - $24,000
2019	$21,600 - $26,900
2020	$23,800 - $30,000
2021	$26,700 - $33,100
2022	$27,800 - $36,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	⇈/⇈
2014	Good	NT	⇈/⇈
2015	Good	Marg.	NT
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/⇈
2019	Good	Marg.	↑/⇈
2020	Good	Marg.	↑/⇈
2021	Good	Marg.	↑/⇈
2022	Good	Marg.	↑/⇈

Chrysler Pacifica

The Pacifica name was resurrected for the new 2017 Town & Country minivan replacement. The minivan is offered in seven- and eight-passenger configurations and retains the handy fold-into-the-floor second- row seats. But these seats have limited thigh support. The 3.6-liter V6 engine, paired with a nine-speed automatic transmission, provides ample power and gets a decent 21 mpg overall. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version is available with an electric range of about 30 miles before it reverts to hybrid operation and gets 27 mpg overall. Optional all-wheel drive became available for 2021 along with an updated version of Chrysler's UConnect infotainment system and more standard safety feeatures.

REDESIGN/FRESHENING:
2017

SAFETY EQUIPMENT:
ABS, ESC, and head protection air bags std. Side air bags standard from 2017. FCW and AEB standard from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability					⇊	⇊	↓	⇊	!	*
Engine, Major					↓	!	⇈	!	⇈	*
Engine Minor					⇊	⇊	!	⇊	⇈	*
Engine Cooling					⇈	!	⇈	!	⇈	*
Trans. Major					!	⇈	↑	↑	⇈	*
Trans. Minor					⇊	⇊	↑	↑	↑	*
Drive System					⇊	↑	!	!	!	*
Fuel System					↑	↑	⇈	!	⇈	*
Electrical					⇊	⇊	⇊	⇊	!	*
Climate Syst.					⇊	⇊	!	↑	⇈	*
Suspension					!	↓	⇊	⇈	⇈	*
Brakes					!	⇈	↓	↑	⇈	*
Exhaust					⇈	⇈	⇈	⇈	⇈	*
Paint/Trim					⇊	⇊	↓	⇈	⇈	*
Noises & Leaks					↓	⇊	↑	⇊	!	*
Body Hardware					⇊	⇊	↑	!	↓	*
Power Equip.					⇊	↓	⇊	↑	!	*
In-Car Electr.					⇊	⇊	⇊	!	⇊	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$16,600 - $24,300
2018	$18,700 - $28,500
2019	$21,600 - $32,100
2020	$25,300 - $36,700
2021	$29,500 - $45,500
2022	$32,700 - $48,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Chrysler Town & Country

The Town & Country is an upscale, seven-seat version of the Dodge Grand Caravan. In pre-2008 models you can expect a fairly composed ride and secure handling. The handy Stow'n Go seating system that debuted in 2005 allows both rear rows to fold flat into the floor. The standard 3.3-liter V6 provided lackluster acceleration and unimpressive fuel economy. A stronger 3.8-liter V6 was also available. The 2008 redesign brought new features, improved safety gear, and a quieter, more comfortable cabin, but handling, braking, fuel economy, and fit and finish still weren't impressive. A 2011 update brought a new 3.6-liter V6 that considerably improved fuel economy, improved handling, and better interior quality. 2016 was the Town & Country's last model year, replaced by the much better Pacifica minivan.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	⇊	⇊	⇊	⇊						
Engine, Major	!	⇊	⇊	↓						
Engine Minor	↓	⇊	↓	↓						
Engine Cooling	⇊	↓	!	↑						
Trans. Major	⇊	⇊	⇊	⇊						
Trans. Minor	⇊	↓	⇊	⇊						
Drive System	!	!	!	↑						
Fuel System	↓	↑	↑	!						
Electrical	⇊	↓	↓	↑						
Climate Syst.	⇊	⇊	⇊	⇊						
Suspension	↓	↓	⇈	↑						
Brakes	↓	!	⇊	↓						
Exhaust	⇊	↓	!	↑						
Paint/Trim	⇊	⇊	!	⇊						
Noises & Leaks	!	!	↓	!						
Body Hardware	⇊	!	⇈	⇊						
Power Equip.	⇊	⇊	↓	⇊						
In-Car Electr.	↓	!	↑	!						

PRICES

2013	$9,400 - $11,000
2014	$10,400 - $12,800
2015	$11,100 - $14,800
2016	$12,700 - $16,800
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	↑/⇈
2014	Good	Poor	↑/⇈
2015	Good	Poor	↑/⇈
2016	Good	Poor	↑/⇈
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Dodge Challenger

This large coupe is derived from its Chrysler 300/Dodge Charger siblings with styling inspired by the original 1960s muscle car. Larger and heavier than its namesake, the modern Challenger comes up a bit short on sporty credentials. It's very quick in a straight line but handling lacks agility. The brawny V8 engines emit an invigorating growl, and a V6 is also available. It's a fairly comfortable cruiser. Easy-to-use controls, decent interior quality and the ability to seat five are pluses. Some tweaks for 2011 made for more responsive cornering with a small sacrifice in ride comfort. Updates in 2015 brought various cosmetic changes, performance-oriented features, and a choice of V6 and V8 engines spread over a bewildering eight different trim lines, culminating in the Hellcat version. Our tested R/T model felt bulky in routine driving, but proved surprisingly capable despite its heft. Braking was exceptional. New for 2017 was an all-wheel-drive GT version with a V6 engine.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$12,800 - $19,200
2014	$14,100 - $20,800
2015	$15,700 - $36,900
2016	$17,800 - $39,600
2017	$19,700 - $43,900
2018	$22,500 - $74,500
2019	$24,500 - $59,000
2020	$26,500 - $63,400
2021	$28,800 - $68,000
2022	$31,000 - $72,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	⇈/⇈
2014	NT	NT	⇈/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/⇈
2019	Good	Marg.	↑/⇈
2020	Good	Marg.	↑/⇈
2021	Good	Marg.	↑/⇈
2022	Good	Marg.	↑/⇈

Dodge Charger

The Charger, a sibling of the Chrysler 300, was available with a 3.5-liter V6 or a 5.7-liter V8, which got only 17 mpg overall in our testing. Look for a 2011 or later vintage because of significant improvements and better crash-worthiness. That Charger was more responsive and comfortable, with better visibility and a nicer interior. A slick eight-speed automatic was added to the V6 in 2012 and the infotainment system is among the best. Exterior and interior updates arrived for 2015, further improving the Charger. The power-mad can have a 485-hp 6.4-liter or the Hellcat's 707-hp supercharged V8. All-wheel drive is optional on mainstream versions. Apple CarPlay and Android Auto were available starting in 2018. A new Widebody model, with its integrated fender flares adding 3.5 inches of body width, joined the line for 2020.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011	ABS, ESC, side and head protection air bags standard.	AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$9,700 - $17,600
2014	$10,900 - $19,600
2015	$14,200 - $37,400
2016	$15,700 - $40,400
2017	$18,400 - $44,900
2018	$22,100 - $49,900
2019	$24,500 - $54,400
2020	$26,200 - $65,600
2021	$27,400 - $75,600
2022	$28,600 - $83,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	NT	↑/⇈
2015	Good	Marg.	NT
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/⇈
2019	Good	Marg.	↑/⇈
2020	Good	Marg.	↑/⇈
2021	Good	Marg.	↑/⇈
2022	Good	Marg.	↑/⇈

Dodge Durango

The Durango's 2011 redesign was a significant improvement. Its 5.7-liter Hemi V8 provided quick acceleration, but at the expense of fuel economy. The seats are comfortable, the controls are easy to use, and the third-row seat is roomy. Handling is impressively agile. In 2014, the Uconnect infotainment system arrived along with a new eight-speed automatic, which improved fuel economy and performance with both engines. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Rear visibility is limited, so make sure to buy one with the rear-view camera. Updates for 2021 included a new top-level Uconnect 5 infotainment system with a 10.1-inch touchscreen, along with the arrival of the SRT Hellcat, which cranks out 710 hp from a supercharged 6.2-liter V8. There's also a refreshed interior with new controls, including dedicated heated and cooled seat buttons and a more intuitive gear selector.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011, 2014	ABS, ESC, side and head protection air bags standard.	AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	↓	!	*	*	⇊	*	*	!	*
Engine, Major	*	⇈	↑	*	*	⇊	*	*	⇈	*
Engine Minor	*	⇊	!	*	*	⇊	*	*	↓	*
Engine Cooling	*	↓	⇈	*	*	⇈	*	*	⇈	*
Trans. Major	*	⇈	⇈	*	*	!	*	*	↓	*
Trans. Minor	*	⇈	⇈	*	*	⇊	*	*	↓	*
Drive System	*	↓	⇈	*	*	!	*	*	⇈	*
Fuel System	*	⇈	⇊	*	*	⇊	*	*	⇈	*
Electrical	*	!	↑	*	*	⇊	*	*	⇈	*
Climate Syst.	*	⇊	⇊	*	*	↓	*	*	⇈	*
Suspension	*	↓	!	*	*	!	*	*	⇈	*
Brakes	*	⇊	!	*	*	⇈	*	*	⇈	*
Exhaust	*	↓	↓	*	*	⇈	*	*	⇈	*
Paint/Trim	*	⇈	⇈	*	*	⇊	*	*	⇊	*
Noises & Leaks	*	↓	!	*	*	⇊	*	*	⇊	*
Body Hardware	*	⇈	!	*	*	⇈	*	*	⇈	*
Power Equip.	*	⇊	⇊	*	*	!	*	*	⇈	*
In-Car Electr.	*	⇊	⇈	*	*	⇊	*	*	↓	*

PRICES

2013	$11,400 - $15,900
2014	$13,500 - $18,200
2015	$16,100 - $21,800
2016	$17,500 - $23,700
2017	$19,900 - $27,800
2018	$22,300 - $44,500
2019	$25,100 - $48,700
2020	$26,800 - $52,900
2021	$29,100 - $81,300
2022	$32,200 - $62,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	↑/⇈
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/⇈
2019	Good	Marg.	↑/⇈
2020	Good	Marg.	↑/⇈
2021	Good	Marg.	↑/⇈
2022	Good	Marg.	↑/⇈

Dodge Grand Caravan

The Caravan and extended-length Grand Caravan have some good points but have been mediocre competitors for years. Expect a quiet ride and OK handling. The Stow-'N-Go seating system that debuted in Grand Caravans for 2005 allow both rear rows to fold flat into the floor. The standard 3.3-liter V6 provided lackluster acceleration and unimpressive fuel economy. A stronger 3.8-liter V6 was also available. A 2008 redesign brought new features and improved safety, but handling, braking, fuel economy, and fit and finish still fell short. Although the 283-hp V6 is powerful, its fuel economy is lousy at just 17 mpg overall—the worst among all minivans in our tests. A major reworking for 2011 improved the ride and brought a nicer interior but still failed to measure up to the class-leading Honda Odyssey and Toyota Sienna. 2020 was its final year.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2011	ABS, ESC, side and head protection air bags standard.	Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	︾	︾	︾	︾	ǀ	ǀ	︾	*		
Engine, Major	ǀ	︾	︾	﹀	︽	︿	﹀	*		
Engine Minor	﹀	︾	﹀	﹀	︽	︿	︾	*		
Engine Cooling	︾	﹀	ǀ	︿	ǀ	︿	︿	*		
Trans. Major	︾	︾	︾	︾	﹀	︿	︿	*		
Trans. Minor	︾	﹀	︾	︾	︾	︽	︿	*		
Drive System	ǀ	ǀ	ǀ	︿	︽	︽	︽	*		
Fuel System	﹀	︿	︿	ǀ	︽	︽	﹀	*		
Electrical	︾	﹀	﹀	︿	︽	︿	︿	*		
Climate Syst.	︾	︾	︾	︾	﹀	ǀ	︾	*		
Suspension	﹀	﹀	︽	︿	﹀	︿	︿	*		
Brakes	﹀	ǀ	︾	﹀	﹀	﹀	︾	*		
Exhaust	︾	﹀	ǀ	︿	︽	︽	︽	*		
Paint/Trim	︾	︾	ǀ	︾	︾	︾	︽	*		
Noises & Leaks	ǀ	ǀ	﹀	ǀ	ǀ	︾	︾	*		
Body Hardware	︾	ǀ	︽	︾	︾	︾	︽	*		
Power Equip.	︾	︾	﹀	︾	ǀ	︿	︾	*		
In-Car Electr.	﹀	ǀ	︿	ǀ	︽	︽	ǀ	*		

PRICES

2013	$8,400 - $9,600
2014	$9,900 - $10,700
2015	$11,300 - $12,300
2016	$12,900 - $13,700
2017	$14,700 - $15,400
2018	$16,200 - $17,100
2019	$17,700 - $19,800
2020	$21,300 - $23,300
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	︿/︽
2014	Good	Poor	︿/︽
2015	Good	Poor	︿/︽
2016	Good	Poor	︿/︽
2017	Good	Poor	︿/︽
2018	Good	Poor	︿/︽
2019	Good	Poor	︿/︽
2020	Good	Poor	︿/︽
2021	-	-	-
2022	-	-	-

Dodge Journey

The Journey is an inexpensive SUV, and performs accordingly. It is a fairly compact vehicle that offers a tiny third-row seat. A noisy 2.4-liter engine is standard, but the punchier and more refined 3.5-liter V6 engine was a better choice. Our tested V6 returned just 16 mpg overall, however. The ride is a bit unsettled and handling lacks agility, but is ultimately secure. Storage bins under the front-passenger seat cushion and in the second row floor are handy. Some had integrated child booster seats. The 2011 reworking brought a nicer interior and a better V6, but the lack of agility and still-mediocre fuel economy keep it far out of the top ranks. It rides fairly well and the cabin stays quiet, but the Journey's uninspired handling makes it feel larger than it is. Three row seating became standard for 2018. The V6 engine and all-wheel drive were dropped in 2020 and the Journey finally came to an end after that.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2011	ABS, ESC, side and head protection air bags standard.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*		
Engine, Major	*	*	*	*	*	*	*	*		
Engine Minor	*	*	*	*	*	*	*	*		
Engine Cooling	*	*	*	*	*	*	*	*		
Trans. Major	*	*	*	*	*	*	*	*		
Trans. Minor	*	*	*	*	*	*	*	*		
Drive System	*	*	*	*	*	*	*	*		
Fuel System	*	*	*	*	*	*	*	*		
Electrical	*	*	*	*	*	*	*	*		
Climate Syst.	*	*	*	*	*	*	*	*		
Suspension	*	*	*	*	*	*	*	*		
Brakes	*	*	*	*	*	*	*	*		
Exhaust	*	*	*	*	*	*	*	*		
Paint/Trim	*	*	*	*	*	*	*	*		
Noises & Leaks	*	*	*	*	*	*	*	*		
Body Hardware	*	*	*	*	*	*	*	*		
Power Equip.	*	*	*	*	*	*	*	*		
In-Car Electr.	*	*	*	*	*	*	*	*		

PRICES

2013	$7,700 - $10,100
2014	$8,900 - $11,500
2015	$10,300 - $13,700
2016	$11,700 - $14,900
2017	$13,700 - $16,800
2018	$16,200 - $18,600
2019	$18,800 - $21,700
2020	$21,100 - $22,300
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	︿/︽
2014	Good	Poor	︿/︽
2015	Good	Poor	︿/NT
2016	Good	Poor	︿/︽
2017	Good	Poor	︿/︽
2018	Good	Poor	︿/︽
2019	Good	Poor	︿/︽
2020	Good	Poor	︿/︽
2021	-	-	-
2022	-	-	-

Fiat 124

The Fiat 124 Spider is essentially a rebadged Mazda Miata, but it's powered by a 160-hp, 1.4-liter turbo four-cylinder from the Fiat stable and gets its own exterior styling. Like the Miata, it can be paired with a six-speed manual or six-speed automatic transmission. Though that's a smaller engine than the Mazda's nonturbo 2.0-liter, the Fiat produces more readily available power. The Fiat has more comfortable seats than the Miata has. Different suspension tuning lets the 124 corner with slightly less body lean. But the ride is jittery and the cabin is very noisy with the top up. It takes some time to get used to the controls, which are straight from Mazda. The Abarth gets an extra four horsepower, stiffer suspension, and a sportier exhaust sound. Like with the Miata, opening and closing the manual top is a breeze. The two-seater cabin is very tight. 2020 marked the final production run of the 124 Spider.

REDESIGN/FRESHENING:
2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability					*	*	*	*		
Engine, Major					*	*	*	*		
Engine Minor					*	*	*	*		
Engine Cooling					*	*	*	*		
Trans. Major					*	*	*	*		
Trans. Minor					*	*	*	*		
Drive System					*	*	*	*		
Fuel System					*	*	*	*		
Electrical					*	*	*	*		
Climate Syst.					*	*	*	*		
Suspension					*	*	*	*		
Brakes					*	*	*	*		
Exhaust					*	*	*	*		
Paint/Trim					*	*	*	*		
Noises & Leaks					*	*	*	*		
Body Hardware					*	*	*	*		
Power Equip.					*	*	*	*		
In-Car Electr.					*	*	*	*		

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$18,200 - $20,000
2018	$19,800 - $22,900
2019	$22,400 - $25,100
2020	$24,000 - $26,900
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	-	-	-
2022	-	-	-

Fiat 500

The retro-styled 500 has agile handling, a willing engine, and a crisp-shifting manual transmission, which all combine to make the Fiat fun to drive. The little 101-hp, 1.4-liter four-cylinder and five-speed manual returned 33 mpg overall, but it takes frequent downshifts to keep up on the highway. Zippy around town and easy to park, this two-door suffers from a choppy ride and a noisy cabin, which detract from the fun. The rear seats are very tight and difficult to access. Front-seat headroom is copious, but the cabin is narrow and some may find the steering wheel too far away. The convertible version has a clever sunroof feature. The sporty Abarth version is quick and fun to drive, but the throaty exhaust note can grow wearisome over time. For 2018, all 500s (except the Abarth and Electric versions) are powered by a 135-hp, 1.4-liter turbo four-cylinder, and Pop and Lounge models get brake and suspension updates, and a backup camera. 2019 was the last model year for the 500.

REDESIGN/FRESHENING:
2012

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	⇊	*	*	*	*	*	*			
Engine, Major	⇊	*	*	*	*	*	*			
Engine Minor	⇈	*	*	*	*	*	*			
Engine Cooling	⇈	*	*	*	*	*	*			
Trans. Major	⇊	*	*	*	*	*	*			
Trans. Minor	⇊	*	*	*	*	*	*			
Drive System	⇊	*	*	*	*	*	*			
Fuel System	↑	*	*	*	*	*	*			
Electrical	↑	*	*	*	*	*	*			
Climate Syst.	↓	*	*	*	*	*	*			
Suspension	○	*	*	*	*	*	*			
Brakes	⇊	*	*	*	*	*	*			
Exhaust	⇈	*	*	*	*	*	*			
Paint/Trim	⇊	*	*	*	*	*	*			
Noises & Leaks	↑	*	*	*	*	*	*			
Body Hardware	⇊	*	*	*	*	*	*			
Power Equip.	⇊	*	*	*	*	*	*			
In-Car Electr.	⇈	*	*	*	*	*	*			

PRICES

2013	$5,600 - $8,600
2014	$6,300 - $9,700
2015	$7,300 - $11,800
2016	$8,500 - $13,900
2017	$10,800 - $16,100
2018	$12,700 - $17,700
2019	$14,500 - $20,000
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	↑/⇈
2014	Good	Poor	↑/⇈
2015	Good	Poor	↑/⇈
2016	Good	Poor	↑/⇈
2017	Good	Poor	↑/⇈
2018	Good	Poor	↑/NT
2019	Good	Poor	↑/NT
2020	-	-	-
2021	-	-	-
2022	-	-	-

Fiat 500L

More than an overgrown 500, the 500L is let down by a jerky sequential automatic, stiff ride, flat seats, and odd driving position. Around town, the 500L feels sluggish and hesitant, but that improves if you choose the new conventional automatic, which was added in 2015. We like the 500LÇƒÙs easy access, commodious interior, and spacious backseat. A tiny five-inch screen is used to access the simple Uconnect system. The car responds eagerly in turns and handles securely at its limits. But the driving position is odd, with a bus-like steering-wheel rake and far-off, four-pillar windshield. The 500L scored a Poor in the IIHS small-overlap crash test. 2018 saw the addition of available Apple CarPlay and Android Auto. The 500L was dropped after the 2020 model year.

REDESIGN/FRESHENING: 2014

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability		*	*	*	*	*	*	*		
Engine, Major		*	*	*	*	*	*	*		
Engine Minor		*	*	*	*	*	*	*		
Engine Cooling		*	*	*	*	*	*	*		
Trans. Major		*	*	*	*	*	*	*		
Trans. Minor		*	*	*	*	*	*	*		
Drive System		*	*	*	*	*	*	*		
Fuel System		*	*	*	*	*	*	*		
Electrical		*	*	*	*	*	*	*		
Climate Syst.		*	*	*	*	*	*	*		
Suspension		*	*	*	*	*	*	*		
Brakes		*	*	*	*	*	*	*		
Exhaust		*	*	*	*	*	*	*		
Paint/Trim		*	*	*	*	*	*	*		
Noises & Leaks		*	*	*	*	*	*	*		
Body Hardware		*	*	*	*	*	*	*		
Power Equip.		*	*	*	*	*	*	*		
In-Car Electr.		*	*	*	*	*	*	*		

PRICES

2013	-
2014	$5,600 - $7,700
2015	$8,000 - $10,100
2016	$9,800 - $12,500
2017	$12,700 - $15,200
2018	$15,100 - $17,400
2019	$17,600 - $19,500
2020	$18,700 - $21,500
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	Good	Poor	NT
2015	Good	Poor	NT
2016	Good	Poor	NT
2017	Good	Poor	NT
2018	Good	Poor	NT
2019	Good	Poor	NT
2020	Good	Poor	NT
2021	-	-	-
2022	-	-	-

Fiat 500X

The more time you spend with the 500X, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier Fiat 500, the X is a sister vehicle to the Jeep Renegade, and it shares some of the same virtues and weaknesses. Both models offer two four-cylinder engines: the 160-hp, 1.4-liter turbo and a 180-hp, 2.4-liter. Both are mated to a nine-speed automatic that is neither smooth nor responsive. Fuel economy, at 23 mpg overall, is unimpressive for a vehicle this size. A 1.3-liter turbo four-cylinder replaced both engines from 2019 on, and all-wheel drive became standard. The interior has some flair, and a number of upscale features, such as heated seats, and blind-spot warning, were available.

REDESIGN/FRESHENING: 2016

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability				*	*	*	*	*	*	*
Engine, Major				*	*	*	*	*	*	*
Engine Minor				*	*	*	*	*	*	*
Engine Cooling				*	*	*	*	*	*	*
Trans. Major				*	*	*	*	*	*	*
Trans. Minor				*	*	*	*	*	*	*
Drive System				*	*	*	*	*	*	*
Fuel System				*	*	*	*	*	*	*
Electrical				*	*	*	*	*	*	*
Climate Syst.				*	*	*	*	*	*	*
Suspension				*	*	*	*	*	*	*
Brakes				*	*	*	*	*	*	*
Exhaust				*	*	*	*	*	*	*
Paint/Trim				*	*	*	*	*	*	*
Noises & Leaks				*	*	*	*	*	*	*
Body Hardware				*	*	*	*	*	*	*
Power Equip.				*	*	*	*	*	*	*
In-Car Electr.				*	*	*	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	$9,400 - $14,100
2017	$12,500 - $16,500
2018	$14,200 - $18,900
2019	$18,800 - $22,100
2020	$20,900 - $24,000
2021	$22,500 - $25,400
2022	$24,500 - $26,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Ford Bronco

The boxy Bronco comes in two- and four-door configurations, with a standard soft top and an available removable hardtop. All versions have four-wheel drive and removable doors. A 2.3-liter four-cylinder turbo is standard; the 2.7-liter turbo V6 we tested delivers strong power. Ride and handling are more refined than the Wrangler's, yet off-road ability is superb, thanks to a rear locking differential, plenty of ground clearance, and short overhangs. A handy trail camera projects your path on the infotainment screen and helps with front-tire placement off-road. Wind noise is very pronounced even with the hardtop, and stopping distances are quite long. Standard active safety equipment includes FCW and AEB with pedestrian detection.

REDESIGN/FRESHENING:
2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
4WD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability									⇈	⇊
Engine, Major									⇈	↑
Engine Minor									⇈	⇈
Engine Cooling									⇈	⇈
Trans. Major									⇈	⇊
Trans. Minor									⇈	⇊
Drive System									⇈	⇈
Fuel System									⇈	⇈
Electrical									⇈	⇈
Climate Syst.									⇈	⇈
Suspension									⇈	⇈
Brakes									⇈	⇈
Exhaust									⇈	⇈
Paint/Trim									⇈	⇈
Noises & Leaks									⇈	⇈
Body Hardware									⇈	⇊
Power Equip.									⇈	⇊
In-Car Electr.									⇈	⇈

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	$45,400 - $77,800
2022	$50,300 - $93,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	Good	Good	NT
2022	Good	Good	↑/NT

Ford Bronco Sport

The Bronco Sport isn't so much a smaller version of the Bronco than a beefier version of Ford Escape compact SUV that has been sprinkled with rugged styling cues. With its increased ground clearance and shorter overhangs than the Escape, the Bronco Sport is fit for mild off-roading. The highest trim takes it further with a more capable four-wheel-drive system and all-terrain tires. Most versions come with a 181-hp turbo three-cylinder that packs decent punch but vibrates annoyingly at very low revs. Higher trims get a 245-hp turbo four-cylinder that's much more refined. An eight-speed automatic and four-wheel drive come standard. The ride is quite firm, but handling is taut and agile. The controls are very easy to use, including the infotainment system. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, and BSW.

REDESIGN/FRESHENING:
2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS:
4WD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability									!	⇊
Engine, Major									↓	↓
Engine Minor									⇈	⇈
Engine Cooling									⇈	⇈
Trans. Major									⇈	⇈
Trans. Minor									⇈	↑
Drive System									↑	↑
Fuel System									⇈	⇈
Electrical									⇈	⇈
Climate Syst.									⇈	⇈
Suspension									⇈	⇈
Brakes									⇊	⇊
Exhaust									⇈	⇈
Paint/Trim									⇈	⇈
Noises & Leaks									⇊	⇊
Body Hardware									⇈	⇈
Power Equip.									↑	⇈
In-Car Electr.									⇈	⇈

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	$27,000 - $38,600
2022	$29,500 - $38,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Ford C-MAX ✓

Based on the Focus, the five-passenger C-Max hybrid is clever, well finished, and practical. In testing we found it rides well and handles with agility, and we got an excellent 37 mpg overall. The regenerative braking system helps fuel economy but makes the pedal feel touchy. The 2.0-liter four-cylinder engine and electric motor deliver adequate acceleration and seamless transitions, and the C-Max can cruise in full-electric mode below 62 mph. The Energi version is a plug-in hybrid that can travel on electric power alone for about 18 miles. The MyFord Touch infotainment system can be quite frustrating to use. Cargo space is compromised by the large battery pack in the rear of the C-Max. Sync 3 replaced the much-maligned MyFord Touch infotainment system in 2016. The C-Max is a hidden used-car gem, given its practicality and economy. It was discontinued after the 2018 model year.

REDESIGN/FRESHENING: 2013

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	Ⓘ	⇈	↑	⇈	Ⓘ	*				
Engine, Major	⇊	↑	↑	⇈	⇈	*				
Engine Minor	Ⓘ	⇈	⇊	⇈	↓	*				
Engine Cooling	↑	⇈	Ⓘ	⇈	Ⓘ	*				
Trans. Major	⇊	⇈	⇈	↑	⇈	*				
Trans. Minor	↑	⇈	⇈	⇈	⇈	*				
Drive System	⇈	⇈	⇈	↑	↑	*				
Fuel System	⇈	⇈	Ⓘ	↓	⇈	*				
Electrical	⇊	Ⓘ	↓	⇈	↓	*				
Climate Syst.	⇈	⇈	⇈	↑	Ⓘ	*				
Suspension	↑	⇊	↓	↑	Ⓘ	*				
Brakes	Ⓘ	Ⓘ	⇈	Ⓘ	↓	*				
Exhaust	⇈	⇈	⇈	⇈	⇈	*				
Paint/Trim	↑	↑	⇈	⇈	↑	*				
Noises & Leaks	↑	⇈	Ⓘ	⇈	Ⓘ	*				
Body Hardware	↓	↑	⇈	↑	↓	*				
Power Equip.	⇊	↑	⇈	↑	Ⓘ	*				
In-Car Electr.	⇊	↓	↓	↑	⇊	*				

PRICES

2013	$8,400 - $10,000
2014	$11,000 - $12,800
2015	$12,000 - $14,000
2016	$13,600 - $16,200
2017	$15,000 - $17,300
2018	$17,600 - $19,900
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	↑/⇈
2014	Good	Accpt.	↑/⇈
2015	Good	Accpt.	↑/⇈
2016	Good	Accpt.	↑/⇈
2017	Good	Accpt.	↑/⇈
2018	Good	Accpt.	↑/⇈
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Ford EcoSport

The Ford Fiesta-based EcoSport jumps into the subcompact crossover market, featuring a tall stance and a side-hinged rear hatch door. It offers a either a 1.0-liter turbocharged three-cylinder and 2.0-liter four-cylinder. The 2.0-liter engine comes with standard all-wheel drive. Even with the larger of the two engines, the EcoSport is slow and at 24 mpg overall, fuel economy isn't stellar. Handling, however, is very nimble but the ride is stiff and the cabin is loud. Controls are easy to master, including Ford's Sync 3 infotainment system (Android Auto and Apple CarPlay compatibility are standard). Starting with the 2020 models, all trim lines came standard with FordPass Connect telematics, which added various remote functions using a smartphone app and WiFi hotspot capability.

REDESIGN/FRESHENING: 2018

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability						*	*	*	*	*
Engine, Major						*	*	*	*	*
Engine Minor						*	*	*	*	*
Engine Cooling						*	*	*	*	*
Trans. Major						*	*	*	*	*
Trans. Minor						*	*	*	*	*
Drive System						*	*	*	*	*
Fuel System						*	*	*	*	*
Electrical						*	*	*	*	*
Climate Syst.						*	*	*	*	*
Suspension						*	*	*	*	*
Brakes						*	*	*	*	*
Exhaust						*	*	*	*	*
Paint/Trim						*	*	*	*	*
Noises & Leaks						*	*	*	*	*
Body Hardware						*	*	*	*	*
Power Equip.						*	*	*	*	*
In-Car Electr.						*	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	$14,700 - $17,100
2019	$16,400 - $18,700
2020	$17,000 - $20,400
2021	$18,100 - $21,900
2022	$20,500 - $23,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	NT	NT	↑/⇈
2019	NT	NT	↑/⇈
2020	NT	NT	↑/⇈
2021	NT	NT	↑/⇈
2022	NT	NT	↑/⇈

⇊ ↓ I ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Ford Edge

The Edge first offered a 3.5-liter V6 mated to a six-speed automatic, and either front or all-wheel drive. The ride was compliant, and the powertrain was quite strong but lacked refinement. Handling wasn't very agile and interior fit and finish was unimpressive. Our major beef was the distracting MyFord Touch control interface. The 2015 redesign made it a much-better SUV. The ride is comfortable and steady, and handling is confidence-inspiring. The cabin is roomy, quiet, and classy. The turbo four-cylinders are more pleasant than the V6. The excellent Sync 3 infotainment system arrived in 2016. For 2019 the Edge got updated powertrains and additional safety features. Updates for 2021 include the Sync 4 infotainment system, which offers a 12-inch center screen and conversational voice recognition. A new ST-Line, which has the interior and exterior look of the Edge ST but is instead powered by the standard 2.0-liter four-cylinder engine. A reverse sensing system is now standard on all trim lines.

REDESIGN/FRESHENING:
2011, 2015

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	I	I	I	↓	⇊	I	I	↑	↓	↑
Engine, Major	⇈	I	⇊	⇊	⇊	⇊	⇈	↑	⇈	⇈
Engine Minor	⇈	I	⇊	↓	↓	⇈	↑	⇈	⇈	⇈
Engine Cooling	↑	I	↑	I	⇊	↓	⇈	⇈	⇈	⇈
Trans. Major	I	⇈	↑	⇈	↑	↑	↑	⇈	⇈	⇈
Trans. Minor	↑	↑	I	↑	↑	I	I	⇈	I	⇈
Drive System	I	↑	↓	⇈	I	⇈	I	↑	⇈	⇈
Fuel System	↑	⇊	↑	⇈	⇈	↑	↑	⇈	⇈	⇈
Electrical	↑	⇊	↓	⇊	⇊	I	↓	⇈	⇈	⇈
Climate Syst.	⇊	↑	↑	↑	⇈	⇈	↑	⇈	⇈	⇈
Suspension	I	⇊	⇈	↓	↑	↑	↑	⇈	⇈	⇈
Brakes	⇊	I	I	⇊	↓	I	I	⇈	⇊	↑
Exhaust	↓	↓	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈	I	⇈	⇈	⇈	⇈	↓	↑
Noises & Leaks	⇈	⇈	↑	↑	⇊	↓	↑	I	⇈	⇈
Body Hardware	I	⇈	I	↓	↑	⇈	⇈	⇈	⇊	⇈
Power Equip.	⇊	⇊	⇈	↓	↑	↑	↑	⇈	⇊	⇈
In-Car Electr.	⇊	⇊	↑	↑	I	↑	↑	↑	⇊	I

PRICES

2013	$8,900 - $13,100
2014	$10,000 - $15,200
2015	$11,700 - $17,000
2016	$12,800 - $18,900
2017	$14,600 - $21,400
2018	$16,800 - $25,700
2019	$19,000 - $30,700
2020	$22,400 - $34,600
2021	$26,300 - $37,500
2022	$30,900 - $43,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	I/⇈
2014	Good	NT	I/⇈
2015	Good	Accpt.	⇈/⇈
2016	Good	Accpt.	⇈/⇈
2017	Good	Accpt.	⇈/⇈
2018	Good	Accpt.	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Ford Escape

Start shopping for an Escape with the 2009 model year, when all versions got standard ESC. However, this generation still has unimpressive interior fit and finish, and a noisy cabin. The 2013 redesign brought agile and sporty handling and a composed ride, but also comes with the distracting MyFord Touch control interface. The interior is roomy enough, but the driver's footwell is very narrow. Look for a version with leather seats, which offer more support than the mediocre cloth ones. The redesigned 2020 model brought curvier styling and standard advanced safety systems. The 1.5-liter turbo three-cylinder returned 26 mpg. Although it provides sufficient oomph, it has an annoying vibration at low engine speeds. The hybrid version doesn't have that issue and gets an impressive 34 mpg overall. The optional 2.0-liter turbo four-cylinder is smoother and more powerful. The firm front seats are flat and don't provide much support, but the rear seat is quite roomy. The controls on lower trims are easier to use.

REDESIGN/FRESHENING:
2013, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	⇊	↓	I	I	↓	⇊	I	↓	I	⇊
Engine, Major	↓	I	↑	↑	⇊	⇊	⇊	⇈	⇈	⇈
Engine Minor	↓	↓	↑	I	↑	I	↑	⇈	⇈	⇈
Engine Cooling	⇊	↓	I	⇈	I	↓	⇈	⇈	⇈	⇈
Trans. Major	⇊	⇊	⇊	↑	I	↓	↑	↑	⇈	↓
Trans. Minor	⇊	⇊	⇊	I	↑	↓	↑	⇊	⇊	↓
Drive System	I	I	⇊	⇊	↓	I	⇈	⇊	↑	⇈
Fuel System	I	↑	↓	⇈	↑	↑	⇈	↑	⇈	⇈
Electrical	↓	I	⇈	↓	↓	↓	I	⇈	⇈	⇈
Climate Syst.	⇊	↓	↓	↓	↑	↑	⇈	I	⇈	⇈
Suspension	I	I	↑	↑	I	⇊	⇈	↑	↑	⇈
Brakes	↓	↓	I	⇊	⇊	↑	↓	I	↑	↓
Exhaust	↓	↑	↑	I	↑	⇈	⇈	⇈	⇈	⇈
Paint/Trim	I	I	⇊	⇊	⇊	↑	⇈	⇈	⇈	⇈
Noises & Leaks	I	↓	↓	↑	⇊	↑	↓	⇈	⇊	⇊
Body Hardware	⇊	⇊	↓	↓	I	⇈	⇈	⇊	⇈	↓
Power Equip.	⇊	I	↓	↑	↑	⇈	↑	↓	⇈	⇈
In-Car Electr.	⇊	↓	↓	I	↓	⇈	↑	↑	⇈	⇈

PRICES

2013	$7,700 - $10,500
2014	$9,000 - $11,800
2015	$10,500 - $13,300
2016	$11,600 - $14,700
2017	$14,000 - $16,900
2018	$15,600 - $21,200
2019	$17,600 - $24,000
2020	$19,900 - $31,500
2021	$21,900 - $32,700
2022	$23,800 - $39,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	↑/⇈
2014	Good	Poor	↑/⇈
2015	Good	Poor	↑/⇈
2016	Good	Poor	↑/⇈
2017	Good	Accpt.	⇈/⇈
2018	Good	Accpt.	⇈/⇈
2019	Good	Accpt.	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Ford Expedition

The full-sized, seven-passenger Expedition is a comfortable SUV, with room for adults in both rows of rear seats. The ride is steady and composed, and the Expedition feels relatively nimble for such a heavy vehicle. The 5.4-liter V8 has leisurely acceleration and abysmal fuel economy, but towing capacity is impressive. 2015 saw a 3.5-liter twin-turbocharged V6 replace the V8. Even though it is smaller, this engine significantly improves the way the Expedition drives. A redesigned Expedition debuted for the 2018 model year. It is powered by an updated version of the 3.5-liter twin-turbo V6 and a new 10-speed automatic transmission. We got 16 mpg overall, which is on a par with this class. The ride is composed but on the stiff side. The Expedition has ponderous handling but remains under control even when pushed to its limits. Controls are easy to use thanks in part to the Sync 3 infotainment system and an easy to use rotary dial gear selector.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2015, 2018	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.	4WD; AWD; Rear

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	*	*	↓	↓	⇊	⇊	❙	↓	↑	*
Engine, Major	*	*	⇈	❙	↓	⇊	❙	⇈	⇈	*
Engine Minor	*	*	⇈	❙	↓	⇊	⇈	⇈	⇈	*
Engine Cooling	*	*	⇈	❙	❙	⇊	⇈	⇈	⇈	*
Trans. Major	*	*	⇊	⇈	⇈	⇊	❙	⇊	↓	*
Trans. Minor	*	*	⇈	↓	↑	⇊	↓	⇊	↓	*
Drive System	*	*	⇊	⇊	⇊	⇊	↑	↑	⇈	*
Fuel System	*	*	⇈	↓	↑	⇈	⇈	↑	⇈	*
Electrical	*	*	⇈	❙	⇈	⇊	↑	⇊	⇈	*
Climate Syst.	*	*	↑	⇊	⇊	⇊	⇊	⇈	⇈	*
Suspension	*	*	⇈	⇈	⇊	⇊	↑	⇈	⇈	*
Brakes	*	*	↑	⇈	↑	⇊	↑	↑	⇈	*
Exhaust	*	*	⇈	❙	↑	⇈	⇈	⇈	⇈	*
Paint/Trim	*	*	⇊	❙	⇊	⇈	⇈	⇈	⇈	*
Noises & Leaks	*	*	⇊	❙	⇊	⇊	⇊	⇈	⇈	*
Body Hardware	*	*	⇊	⇈	⇊	⇈	⇈	↓	⇈	*
Power Equip.	*	*	⇊	↓	⇈	⇊	↓	↓	⇈	*
In-Car Electr.	*	*	↑	↓	⇊	↓	↑	↓	⇈	*

PRICES

2013	$10,500 - $17,600
2014	$11,300 - $20,900
2015	$14,900 - $23,400
2016	$17,200 - $27,500
2017	$19,900 - $31,900
2018	$29,100 - $44,400
2019	$32,400 - $48,800
2020	$36,500 - $55,400
2021	$44,400 - $68,800
2022	$50,100 - $78,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	↑/⇈
2014	NT	NT	↑/⇈
2015	NT	NT	⇈/⇈
2016	NT	NT	⇈/⇈
2017	NT	NT	⇈/⇈
2018	NT	NT	⇈/⇈
2019	NT	NT	⇈/⇈
2020	NT	NT	⇈/⇈
2021	NT	NT	⇈/⇈
2022	NT	NT	⇈/⇈

Ford Explorer

In 2011 the Explorer move to a front-wheel-drive platform, which gave it a steady, absorbent ride and secure handling. The third-row seat is roomy enough for adults. Unfortunately the intrusive left foot rest compromises the driving position. The optional MyFord Touch control interface is distracting to use, but more recent versions have the Sync 3 system, which is much better. The standard 290-hp V6 is punchy; turbocharged four-and six-cylinder engines are optional. Look for Explorers with the available FCW and BSW. 2020 brought a redesign with new engines, a hybrid version, and a rear-drive platform. Most versions use the base 2.3-liter turbocharged four-cylinder engine, which is energetic but raspy sounding. The transmission has rough shifts, particularly at low speeds. In our tests this combination returned an unimpressive 21 mpg overall. The driving position is much improved, but the third-row seat is less roomy now. For more performance and luxury, seek the ST version.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011, 2020	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.	AWD; Front; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	⇊	⇊	↓	⇊	↓	↓	❙	⇊	⇊	↓
Engine, Major	❙	❙	⇈	↓	↑	⇈	↓	⇈	↑	⇈
Engine Minor	❙	❙	⇈	⇈	❙	⇈	❙	❙	↓	⇈
Engine Cooling	❙	↓	⇈	↓	❙	⇈	⇈	↑	↑	⇈
Trans. Major	↑	❙	⇈	⇊	❙	❙	⇈	↓	❙	⇈
Trans. Minor	↓	❙	❙	❙	↓	❙	↑	⇊	⇊	⇊
Drive System	⇊	⇊	⇊	⇊	⇊	⇊	⇈	❙	↓	⇈
Fuel System	↑	⇊	↑	⇈	↑	↑	⇈	⇈	⇈	⇈
Electrical	↑	⇊	↑	↑	↑	↑	❙	❙	❙	⇈
Climate Syst.	⇊	⇊	⇊	⇊	⇊	⇈	⇈	❙	❙	⇈
Suspension	⇊	⇊	⇊	⇊	↑	↑	⇈	↓	↑	⇈
Brakes	⇊	↑	⇊	❙	❙	↓	❙	↑	❙	⇈
Exhaust	⇊	⇊	❙	↓	↓	⇈	⇈	↑	⇈	⇈
Paint/Trim	⇊	⇊	⇊	⇊	⇊	⇊	⇊	⇈	↓	⇈
Noises & Leaks	⇊	⇊	❙	⇊	❙	↓	↑	↓	↓	⇊
Body Hardware	⇊	⇊	⇊	⇊	⇊	⇊	⇊	↓	↓	❙
Power Equip.	↓	⇊	⇊	❙	⇊	⇈	❙	⇊	↓	⇊
In-Car Electr.	⇊	⇊	❙	↓	❙	↓	⇈	⇊	↓	↓

PRICES

2013	$10,400 - $14,500
2014	$11,600 - $16,500
2015	$13,700 - $18,400
2016	$15,200 - $23,400
2017	$17,000 - $26,800
2018	$19,800 - $31,800
2019	$22,200 - $35,300
2020	$25,900 - $41,000
2021	$27,600 - $46,300
2022	$30,600 - $50,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	⇈/⇈
2014	Good	Marg.	⇈/⇈
2015	Good	Marg.	⇈/⇈
2016	Good	Marg.	⇈/⇈
2017	Good	Marg.	⇈/⇈
2018	Good	Marg.	⇈/⇈
2019	Good	Marg.	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	NT/⇈

Ford F-150

The F-150 got some updates for 2011, including new engines (two V6s and two V8s), some steering improvement, and minor interior upgrades. A redesigned F-150 arrived for 2015, with an aluminum body that saved up to 700 pounds. Updates included the transition to the Sync 3 infotainment system, providing a big improvement in usability and response time. The 2017 model offered a new 3.5-liter turbo V6 engine and 10-speed automatic. The redesigned 2021 model adds more tech, advanced safety features, and a hybrid version. The cabin remains very quiet, and the crew cabs we tested are super roomy. The popular 2.7-liter turbo V6 provides effortless acceleration and a respectable 19 mpg overall. The PowerBoost hybrid version has loads of power and gets 20 mpg overall. The ride is still stiff and handling is ponderous. The controls are straightforward, but the interior is spartan. Ford's Sync 4 infotainment system is very easy to use. Clever features include a foldaway gear selector that creates a flat workspace.

REDESIGN/FRESHENING:
2009, 2015, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	**'21**	'22
Overall Reliability	↓	↓	I	I	⇊	⇊	↓	I	↓	↓
Engine, Major	I	↓	↑	↓	⇊	⇊	↓	⇈	I	⇈
Engine Minor	↓	↓	↓	↓	⇊	⇊	I	↑	↑	⇈
Engine Cooling	⇊	I	↑	↑	↑	⇈	⇈	⇈	⇈	⇈
Trans. Major	I	I	I	↑	↓	I	↓	⇈	↑	⇈
Trans. Minor	⇊	↓	I	I	↓	⇊	⇊	I	↓	I
Drive System	I	↓	I	⇊	⇊	⇊	↓	I	↑	I
Fuel System	⇊	↓	⇊	I	↑	↑	⇈	↑	⇈	⇈
Electrical	↓	I	I	I	↓	↓	↑	⇈	↑	⇈
Climate Syst.	↓	↓	⇈	↑	↑	↑	↑	⇈	⇈	⇊
Suspension	↑	↑	I	↑	↑	I	⇈	↑	↑	⇈
Brakes	↓	⇊	↓	I	I	↑	⇈	⇈	⇈	⇈
Exhaust	↓	I	⇊	↑	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇊	↓	⇈	⇈	↓	↑	⇈	⇈	I	↓
Noises & Leaks	↓	↓	↑	⇊	⇊	I	I	↑	⇈	⇈
Body Hardware	⇊	I	I	I	↑	I	↑	⇈	I	I
Power Equip.	↓	I	↓	⇊	↓	I	↑	I	↓	I
In-Car Electr.	↓	I	I	↓	⇊	↓	I	I	I	⇈

PRICES

2013	$11,000 - $28,600
2014	$12,100 - $31,000
2015	$15,100 - $29,700
2016	$17,200 - $34,400
2017	$18,300 - $45,800
2018	$20,200 - $51,300
2019	$22,000 - $59,800
2020	$26,400 - $66,100
2021	$31,600 - $84,300
2022	$35,700 - $89,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	I/⇈
2014	Good	NT	I/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Ford Fiesta

Stay away from the Fiesta because of its problematic PowerShift dual-clutch automatic transmission. This subcompact comes in sedan and four-door hatchback body styles, and it drives nicely, with agile handling and a supple, controlled ride. Wind, road, and engine noise are well suppressed. Interior fit and finish and equipment level are impressive for a vehicle in this class, with soft-touch dash materials and optional features like the MyFord Touch multimedia system. However, the rear seat is extremely cramped. In our tests the Fiesta felt slow, but fuel economy is excellent. The sporty ST version is a blast to drive with its turbo four-cylinder and manual transmission. The manual-only turbo three-cylinder SFE version is aimed at maximizing fuel economy. The Fiesta was discontinued in 2019.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*			
Engine, Major	*	*	*	*	*	*	*			
Engine Minor	*	*	*	*	*	*	*			
Engine Cooling	*	*	*	*	*	*	*			
Trans. Major	*	*	*	*	*	*	*			
Trans. Minor	*	*	*	*	*	*	*			
Drive System	*	*	*	*	*	*	*			
Fuel System	*	*	*	*	*	*	*			
Electrical	*	*	*	*	*	*	*			
Climate Syst.	*	*	*	*	*	*	*			
Suspension	*	*	*	*	*	*	*			
Brakes	*	*	*	*	*	*	*			
Exhaust	*	*	*	*	*	*	*			
Paint/Trim	*	*	*	*	*	*	*			
Noises & Leaks	*	*	*	*	*	*	*			
Body Hardware	*	*	*	*	*	*	*			
Power Equip.	*	*	*	*	*	*	*			
In-Car Electr.	*	*	*	*	*	*	*			

PRICES

2013	$5,400 - $6,500
2014	$6,200 - $11,200
2015	$7,000 - $13,200
2016	$8,200 - $15,200
2017	$9,500 - $16,600
2018	$11,400 - $17,700
2019	$14,000 - $19,800
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	Marg.	↑/↓
2015	Good	Marg.	↑/↓
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/↑
2019	Good	Marg.	↑/↑
2020	-	-	-
2021	-	-	-
2022	-	-	-

Ford Flex

The Flex combines minivan-like versatility with an almost car-like ride and handling. The vast cabin seats seven adults comfortably. It has very spacious second-row seats, and rear-seat sunroofs let in lots of light. The standard 3.5-liter V6 mated to a six-speed automatic transmission isn't the most refined powertrain, but it pulls well and gets 17 mpg overall. The optional EcoBoost V6 delivers effortless power and the same fuel economy. The ride is comfortable and quiet, and the Flex has very good fit and finish. Among our gripes is that the driver's foot well is a little cramped on the left, the MyFord Touch control interface is complicated and distracting, and the cockpit feels narrow. Look for a 2016 model that has the better Sync 3 infotainment system, which has a simpler layout and larger on-screen buttons. Ford discontinued the Flex after the 2019 model year.

REDESIGN/FRESHENING:
2009, 2013

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	⇊	*	*	*	*	↓			
Engine, Major	*	↓	*	*	*	*	⇈			
Engine Minor	*	❘	*	*	*	*	⇊			
Engine Cooling	*	⇊	*	*	*	*	⇈			
Trans. Major	*	⇈	*	*	*	*	⇈			
Trans. Minor	*	❘	*	*	*	*	⇊			
Drive System	*	↑	*	*	*	*	⇈			
Fuel System	*	⇊	*	*	*	*	⇈			
Electrical	*	❘	*	*	*	*	⇈			
Climate Syst.	*	⇈	*	*	*	*	⇈			
Suspension	*	⇊	*	*	*	*	⇊			
Brakes	*	↓	*	*	*	*	↑			
Exhaust	*	⇈	*	*	*	*	⇈			
Paint/Trim	*	⇊	*	*	*	*	⇊			
Noises & Leaks	*	⇊	*	*	*	*	⇊			
Body Hardware	*	❘	*	*	*	*	↓			
Power Equip.	*	⇊	*	*	*	*	↑			
In-Car Electr.	*	⇊	*	*	*	*	⇈			

PRICES

2013	$10,500 - $12,900
2014	$11,500 - $14,200
2015	$12,500 - $17,900
2016	$14,100 - $20,000
2017	$16,800 - $23,000
2018	$19,800 - $24,800
2019	$21,800 - $30,600
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	NT
2014	Good	Accpt.	NT
2015	Good	Accpt.	NT
2016	Good	Accpt.	NT
2017	Good	Accpt.	NT
2018	Good	Accpt.	NT
2019	Good	Accpt.	NT
2020	-	-	-
2021	-	-	-
2022	-	-	-

Ford Focus

The Focus has always been an agile and solid car, but it has enough significant flaws to give any used car buyer a pause. The redesign in 2012 even brought sportier handling and a nicer interior in both four-door sedan and hatchback body styles. It's a solid, substantial car that['s fun to drive thanks to its agile handling and supple, controlled ride. The cabin is quiet, with good-quality materials, although the driving position is narrow compared with newer competitors. However, the PowerShift dual-clutch automatic transmission is not smooth and has been a significant source of problems. The MyFord Touch infotainment system is frustrating to use; 2016 and newer models got the superior Sync 3 system. The Focus was discontinued after the 2018 model year.

REDESIGN/FRESHENING:
2012

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	⇊	⇊	⇊	⇊	⇊	⇊				
Engine, Major	↓	❘	↑	⇊	↓	⇊				
Engine Minor	↓	↑	↑	↓	↑	⇊				
Engine Cooling	⇊	❘	⇊	↑	⇈	↑				
Trans. Major	⇊	⇊	⇊	⇊	⇊	⇊				
Trans. Minor	⇊	⇊	⇊	⇊	⇊	⇊				
Drive System	⇊	⇊	⇊	⇊	⇈	⇊				
Fuel System	↑	↑	❘	⇊	↓	⇊				
Electrical	⇊	⇊	↑	⇊	⇊	⇊				
Climate Syst.	↓	⇈	❘	⇊	↑	⇊				
Suspension	↑	↑	❘	↑	↓	⇈				
Brakes	❘	❘	↑	❘	❘	↑				
Exhaust	❘	❘	⇈	⇈	↓	↓				
Paint/Trim	⇈	⇊	⇈	⇊	❘	⇊				
Noises & Leaks	↓	❘	⇈	↑	❘	⇊				
Body Hardware	⇈	⇊	⇈	↑	⇈	⇈				
Power Equip.	↑	↑	❘	⇈	⇈	❘				
In-Car Electr.	↓	↓	⇊	⇊	❘	❘				

PRICES

2013	$5,800 - $12,200
2014	$6,400 - $12,900
2015	$7,600 - $13,900
2016	$9,200 - $27,000
2017	$10,400 - $28,300
2018	$12,300 - $31,900
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	↑/⇈
2014	Good	Accpt.	↑/⇈
2015	Good	Accpt.	⇈/⇈
2016	Good	Accpt.	⇈/⇈
2017	Good	Accpt.	⇈/⇈
2018	Good	Accpt.	⇈/⇈
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

⇊ ↓ ○ ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Ford Fusion

The midsized Fusion has a firm and controlled ride, and alert and responsive handling. The 3.0-liter V6 delivered some zip but only got 20 mpg. A hybrid version was available. A 2013 redesign brought turbo and non-turbo four-cylinder engines and a more solid and upscale feel, with a supple ride, a quiet cabin, and handling rivaling a European sports sedan. Rear-seat room is snug and the MyFord Touch infotainment system is complicated. The availability of all-wheel drive is a plus. We would opt for cars with the leather seats since they are more supportive than the cloth ones. For 2016, the much better Sync 3 replaced the MyFord Touch system. The 2019 model year brought standard active safety features. Plug-in hybrid models called Energi are also available. 2020 was the final year for the Fusion.

REDESIGN/FRESHENING: 2013

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	○	↑	○	↑	○	○	○	○		
Engine, Major	↑	⇈	↓	↑	⇊	○	⇈	↑		
Engine Minor	○	↑	○	○	⇊	⇊	↑	↑		
Engine Cooling	○	⇈	⇈	⇈	○	⇈	⇈	⇈		
Trans. Major	↓	⇊	⇈	⇈	↑	↓	↑	⇈		
Trans. Minor	⇊	⇊	⇈	○	↓	↑	⇈	↑		
Drive System	○	⇈	⇈	⇈	○	↑	⇈	⇈		
Fuel System	↑	↑	↑	○	↑	↑	⇈	⇈		
Electrical	○	↑	⇊	↓	○	○	↑	↑		
Climate Syst.	↑	↑	↑	↑	↑	○	↑	↑		
Suspension	○	↓	↑	↑	↓	↑	⇈	↓		
Brakes	↑	○	⇊	↓	○	⇈	⇈	↑		
Exhaust	○	↑	↑	↓	⇈	↑	⇈	⇈		
Paint/Trim	↑	○	○	○	⇈	↑	↓	↑		
Noises & Leaks	○	○	↑	↑	↑	↓	⇈	↑		
Body Hardware	↑	○	○	↑	○	⇈	↓	↑		
Power Equip.	↓	⇈	⇈	⇈	○	⇈	↓	↑		
In-Car Electr.	⇊	○	↓	○	○	↓	○	↓		

PRICES

2013	$8,500 - $11,600
2014	$9,500 - $13,300
2015	$10,200 - $14,200
2016	$11,200 - $16,400
2017	$13,700 - $20,400
2018	$16,200 - $24,700
2019	$17,800 - $28,500
2020	$19,900 - $23,900
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	⇈/↑
2014	Good	Accpt.	⇈/↑
2015	Good	Accpt.	⇈/↑
2016	Good	Accpt.	⇈/↑
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	-	-	-
2022	-	-	-

Ford Mustang

Ford's iconic Mustang offers plenty of V6 and V8 performance at bargain prices. A 2015 redesign addded a nicer interior, an independent rear suspension, and a raspy-sounding turbo four-cylinder that delivers plenty punch. The slick six-speed manual is very satisfying to use, and the automatic works well. Handling is balanced, and the firm ride is well controlled. The Mustang got a major makeover for 2018, with new exterior styling, more interior electronics, additional safety equipment, and new powertrain options, including an available 10-speed automatic. New equipment for 2020 includes a 2.3-liter High Performance package for the four-cylinder model, along with upgraded brakes and suspension components. Other 2020 updates include a new Shelby GT500, which produces 760 hp from its supercharged 5.2-liter V8 engine. The 2021 model year brings the return of the performance-oriented Mach 1.

REDESIGN/FRESHENING: 2011, 2015

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	○	⇈	⇊	⇊	○	⇈	⇈	⇊	⇈	*
Engine, Major	⇊	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	*
Engine Minor	⇊	⇈	↓	⇊	↑	⇈	⇈	↑	⇈	*
Engine Cooling	⇊	⇈	⇈	○	⇈	⇈	⇈	↑	⇈	*
Trans. Major	⇈	⇈	○	○	↑	↑	⇈	↑	⇈	*
Trans. Minor	⇈	○	⇈	⇊	⇈	⇊	⇈	⇊	⇈	*
Drive System	⇈	⇈	⇊	○	↑	⇈	⇈	⇊	⇈	*
Fuel System	⇈	⇈	⇊	⇊	○	⇈	⇈	⇈	⇈	*
Electrical	⇊	↑	↓	↑	↑	⇈	⇈	⇊	⇈	*
Climate Syst.	○	⇈	↓	⇊	⇊	↑	⇈	⇊	⇈	*
Suspension	↓	⇈	↑	↑	⇊	⇊	⇈	⇊	⇈	*
Brakes	⇈	⇈	⇊	⇈	⇈	⇈	⇈	⇈	⇈	*
Exhaust	⇈	⇊	⇊	⇊	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	⇈	↑	↑	⇊	⇊	⇈	⇈	⇊	↓	*
Noises & Leaks	⇊	↑	↓	⇊	⇊	↑	○	⇈	⇈	*
Body Hardware	⇈	↓	⇊	⇊	⇊	⇈	⇈	⇊	⇈	*
Power Equip.	↓	⇈	⇊	⇈	○	⇈	⇊	⇊	⇈	*
In-Car Electr.	○	↑	⇊	⇊	⇊	⇈	⇈	↑	↑	*

PRICES

2013	$11,600 - $30,100
2014	$12,800 - $32,200
2015	$14,300 - $26,000
2016	$15,800 - $33,800
2017	$17,800 - $38,700
2018	$20,300 - $45,300
2019	$22,800 - $51,700
2020	$24,200 - $66,500
2021	$27,300 - $72,000
2022	$31,400 - $55,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/↑
2014	Good	NT	↑/↑
2015	Good	Accpt.	⇈/⇈
2016	Good	Accpt.	⇈/⇈
2017	Good	Accpt.	⇈/⇈
2018	Good	Accpt.	⇈/⇈
2019	Good	Accpt.	⇈/⇈
2020	Good	Accpt.	⇈/⇈
2021	Good	Accpt.	⇈/⇈
2022	Good	Accpt.	⇈/⇈

Ford Ranger

The earlier generation of Ranger, which was discontinued in 2011, is a truly compact truck, but it suffered from lackluster handling and a thirsty and sluggish V6. Ford resurrected the Ranger name for 2019 with a redesigned compact truck that combines modern elements with some primitive execution. The Ranger offers the latest entertainment and safety technologies, but its ride is stiff and choppy. Handling is clumsy, and at low speeds, the engine noise is quite pronounced. The 2.3-liter turbocharged four-cylinder engine is mated to a 10-speed automatic transmission. This combination makes the Ranger responsive. The optional Sync 3 infotainment system is easy to use, but other controls aren't as well-designed. It's hard to get in because of the high floor. There are two cab configurations: an extended cab and a crew cab.

REDESIGN/FRESHENING:
2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability							○	○	○	○
Engine, Major							⇈	⇈	⇈	⇈
Engine Minor							⇊	⇈	⇈	○
Engine Cooling							⇈	⇈	⇈	○
Trans. Major							⇈	↑	↑	⇈
Trans. Minor							⇈	↓	○	⇈
Drive System							⇊	↑	⇈	⇈
Fuel System							⇈	⇈	↑	⇈
Electrical							↓	⇈	⇈	○
Climate Syst.							⇈	⇊	⇈	⇈
Suspension							⇈	⇈	↑	⇈
Brakes							⇈	⇈	↓	⇈
Exhaust							⇈	⇈	⇈	⇈
Paint/Trim							⇈	↑	⇊	⇈
Noises & Leaks							⇈	⇈	⇈	⇈
Body Hardware							⇈	○	⇊	⇈
Power Equip.							⇈	⇈	⇈	⇈
In-Car Electr.							↑	↑	○	↑

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	$23,300 - $35,500
2020	$24,900 - $37,300
2021	$28,100 - $41,100
2022	$31,400 - $45,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Ford Taurus

The Taurus name has appeared on a variety of Ford sedans over the years. In 2010 a redesigned Taurus arrived that put styling ahead of interior room and comfort, as well as driver visibility. It's a large, quiet, and pleasant sedan that rides and handles competently, with good isolation from road imperfections. The base V6 and six-speed automatic work well together. Interior fit and finish is good and the cabin is quiet, but interior accommodations are cramped and outward visibility is poor. The 2013 freshening brought improved performance and fuel economy for the 3.5-liter V6, and a 240-hp, 2.0-liter, turbo four-cylinder engine was available. On the safety front, blind spot warning and forward-collision warning were available. 2013 brought the convoluted MyFord Touch system, which made the controls worse. It was replaced in 2016 with the far-superior Sync 3 system. 2019 was the final year for the Taurus.

REDESIGN/FRESHENING:
2013

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	⇊	○	*	*	*	*	*			
Engine, Major	⇊	⇈	*	*	*	*	*			
Engine Minor	⇈	↓	*	*	*	*	*			
Engine Cooling	⇊	⇊	*	*	*	*	*			
Trans. Major	⇊	⇈	*	*	*	*	*			
Trans. Minor	⇊	⇈	*	*	*	*	*			
Drive System	↑	○	*	*	*	*	*			
Fuel System	↓	⇊	*	*	*	*	*			
Electrical	↓	○	*	*	*	*	*			
Climate Syst.	○	○	*	*	*	*	*			
Suspension	⇊	↑	*	*	*	*	*			
Brakes	○	↑	*	*	*	*	*			
Exhaust	⇊	↓	*	*	*	*	*			
Paint/Trim	⇈	⇈	*	*	*	*	*			
Noises & Leaks	↓	⇈	*	*	*	*	*			
Body Hardware	⇈	⇈	*	*	*	*	*			
Power Equip.	⇈	⇈	*	*	*	*	*			
In-Car Electr.	⇊	↓	*	*	*	*	*			

PRICES

2013	$8,700 - $11,900
2014	$10,100 - $13,900
2015	$11,700 - $16,900
2016	$13,700 - $19,300
2017	$15,700 - $22,500
2018	$17,500 - $25,100
2019	$19,100 - $27,900
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	⇈/⇈
2014	Good	Accpt.	⇈/⇈
2015	Good	Accpt.	⇈/⇈
2016	Good	Accpt.	⇈/⇈
2017	Good	Accpt.	⇈/⇈
2018	Good	Accpt.	⇈/⇈
2019	Good	Accpt.	⇈/⇈
2020	-	-	-
2021	-	-	-
2022	-	-	-

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Genesis G70

The Genesis G70 sport sedan has a standard 252-hp, four-cylinder turbo engine that is energetic, but its acceleration time is among the slowest in the class. We got 23 mpg in our AWD version, which isn't particularly good. The up level 365-hp V6 turbo is quieter and makes the car much quicker. The G70 has agile handling and a taut, controlled ride. However, its braking distances were long on both wet and dry pavement. The car is quiet, and the interior is well-put-together. Access is a bit tough because of the low stance, and the cabin is very cramped, particularly the tight backseat. An easy-to-use infotainment system screen dominates the center of the dashboard and is compatible with Android Auto and Apple CarPlay.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2019	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.	AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability							⇊	*	*	*
Engine, Major							⇊	*	*	*
Engine Minor							⇊	*	*	*
Engine Cooling							⇊	*	*	*
Trans. Major							⇊	*	*	*
Trans. Minor							⇈	*	*	*
Drive System							⇊	*	*	*
Fuel System							⇈	*	*	*
Electrical							⇊	*	*	*
Climate Syst.							⇈	*	*	*
Suspension							⇊	*	*	*
Brakes							!	*	*	*
Exhaust							⇈	*	*	*
Paint/Trim							!	*	*	*
Noises & Leaks							⇈	*	*	*
Body Hardware							⇈	*	*	*
Power Equip.							⇈	*	*	*
In-Car Electr.							↑	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	$26,700 - $36,600
2020	$28,700 - $38,800
2021	$30,700 - $41,400
2022	$34,700 - $48,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT

Genesis G80

Much less expensive than competing midsized luxury sedans, the G80 delivers just about every feature and luxury attribute a buyer could imagine. Offered with a smooth and refined V6 or a potent V8, the G80 has responsive handling and a comfortable ride, though it can't quite match its German competitors. Our tested AWD V6 returned a competitive 20 mpg overall. Controls are refreshingly straightforward for a luxury car. Rear-seat passengers are pampered with amenities, including seat heaters, and space is plentiful. 2019 brought an upgraded, 8-inch touch-screen infotainment system. The 202 redesign put the G80 on the same platform as the GV80 SUV. The standard 300-hp, 2.5-liter turbo four-cylinder and the optional 375-hp, 3.5-liter V6 turbo both provide effortless acceleration. All-wheel drive is optional. Ride comfort is impressive and handling is responsive. Fit and finish is top notch. However, the infotainment system is overly complicated and the unintuitive gear selector is tricky to use.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2017, 2021	ABS, ESC side and head protection air bags standard. FCW, AEB, and BSW standard.	AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	**'21**	'22
Overall Reliability					⇊	!	!	*	↑	*
Engine, Major					↓	⇈	⇈	*	⇈	*
Engine Minor					⇊	⇊	⇈	*	⇈	*
Engine Cooling					⇈	!	⇈	*	⇈	*
Trans. Major					⇊	↑	⇈	*	⇈	*
Trans. Minor					⇈	⇈	⇈	*	⇈	*
Drive System					⇊	↑	!	*	⇈	*
Fuel System					↑	⇈	⇈	*	⇈	*
Electrical					!	⇈	⇈	*	⇈	*
Climate Syst.					⇊	⇊	⇊	*	!	*
Suspension					⇈	!	⇊	*	⇈	*
Brakes					!	⇈	⇊	*	⇈	*
Exhaust					⇈	⇈	⇈	*	⇈	*
Paint/Trim					⇊	⇈	!	*	⇈	*
Noises & Leaks					↓	↑	↓	*	⇊	*
Body Hardware					!	⇈	!	*	⇈	*
Power Equip.					⇈	↑	⇈	*	!	*
In-Car Electr.					⇈	!	!	*	⇊	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$22,200 - $25,800
2018	$25,600 - $32,600
2019	$29,200 - $37,000
2020	$32,200 - $41,400
2021	$39,700 - $49,900
2022	$43,600 - $53,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Genesis G90

Hyundai's luxury flagship sedan features a 5.0-liter V8 or a 3.3-liter turbocharged V6, which is the better choice of the two. Both are mated to a smooth eight-speed automatic and are available with either rear or all-wheel drive. The spacious cabin is bathed in soft-touch materials and decked out with wood and chrome trim, but it comes up short on wow factor. The ride is cushy and cosseting; the cabin is super-quiet. Handling is responsive, although not sporty. As is typical for this oft-chauffeur-driven class, the backseat is really the place to be. It has massaging seats, and controls in the rear arm-rest manage audio and climate settings. The 2020 model brought a freshening that included a Safe Exit Assist system can alert the driver and passengers if an object, such as a car or cyclist, is approaching the car when a door is opening. In addition, the infotainment screen became touch enabled.

REDESIGN/FRESHENING:
2017, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability					*	*	*	*	*	*
Engine, Major					*	*	*	*	*	*
Engine Minor					*	*	*	*	*	*
Engine Cooling					*	*	*	*	*	*
Trans. Major					*	*	*	*	*	*
Trans. Minor					*	*	*	*	*	*
Drive System					*	*	*	*	*	*
Fuel System					*	*	*	*	*	*
Electrical					*	*	*	*	*	*
Climate Syst.					*	*	*	*	*	*
Suspension					*	*	*	*	*	*
Brakes					*	*	*	*	*	*
Exhaust					*	*	*	*	*	*
Paint/Trim					*	*	*	*	*	*
Noises & Leaks					*	*	*	*	*	*
Body Hardware					*	*	*	*	*	*
Power Equip.					*	*	*	*	*	*
In-Car Electr.					*	*	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$26,900 - $29,400
2018	$32,400 - $34,700
2019	$38,000 - $41,900
2020	$45,400 - $50,900
2021	$53,400 - $59,900
2022	$61,500 - $68,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT

GMC Acadia

The Acadia three-row SUV uses a 3.6-liter V6 engine and a six-speed automatic transmission that make for a refined powertrain. Expect about 16 mpg overall. Both front and all-wheel-drive versions are available The ride is comfortable, the handling is responsive, and the interior is quiet. The third row seats are roomy enough to accommodate three adults, especially when the second row is moved forward. A 2013 freshening brought an upgraded interior with an improved infotainment system. The Acadia was redesigned in 2017 to be both smaller and lighter than its predecessor, but still retains its three row seating configuration. Four cylinder engines are available in addition to the 3.6-liter V6, which gets much better fuel economy. For 2020 it was freshened, adding a four-cylinder turbo engine and a nine-speed automatic that replaced the six-speed.

REDESIGN/FRESHENING:
2007, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2022.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	⇊	⇊	⇊	⇊	⇊	●	●	●	*
Engine, Major	*	⇊	⇈	↑	↓	⇈	⇈	●	⇈	*
Engine Minor	*	●	⇈	↑	⇊	↓	⇈	●	⇈	*
Engine Cooling	*	●	⇈	●	↓	↑	⇈	●	⇈	*
Trans. Major	*	⇊	⇈	⇊	↑	⇊	↑	⇈	⇈	*
Trans. Minor	*	⇊	⇈	⇊	⇊	⇊	⇊	●	⇈	*
Drive System	*	●	⇊	⇊	⇊	⇊	●	⇈	⇈	*
Fuel System	*	●	↓	⇊	⇈	●	⇈	⇈	⇈	*
Electrical	*	⇊	↓	●	⇊	⇊	●	●	⇈	*
Climate Syst.	*	⇊	⇊	⇊	↓	↑	↑	⇈	↑	*
Suspension	*	⇊	⇊	⇊	↑	⇊	↑	⇈	⇈	*
Brakes	*	↑	⇊	↑	⇊	⇊	⇈	⇈	⇊	*
Exhaust	*	⇊	↓	●	⇈	⇈	⇈	⇈	↓	*
Paint/Trim	*	⇈	↑	●	↑	↑	●	⇊	↑	*
Noises & Leaks	*	↓	⇈	↑	⇊	⇊	⇊	⇊	⇈	*
Body Hardware	*	↓	⇈	⇈	↑	↓	⇊	⇊	⇈	*
Power Equip.	*	●	⇈	↑	⇊	↑	●	●	↑	*
In-Car Electr.	*	●	↓	⇈	↓	↑	↓	⇊	⇊	*

PRICES

2013	$10,300 - $14,500
2014	$11,100 - $16,000
2015	$12,300 - $18,300
2016	$13,600 - $20,300
2017	$17,000 - $24,900
2018	$19,500 - $29,400
2019	$21,700 - $32,000
2020	$23,700 - $35,800
2021	$27,000 - $42,200
2022	$33,300 - $45,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	⇈/⇈
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	NT	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

⇊ ↓ I ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

GMC Canyon

The compact Canyon has an unsettled ride, and the body quivers constantly. Handling is sound but unexceptional, and the 48-foot turning circle makes parking maneuvers a chore. The optional four wheel-drive system is part-time only. Until 2009, the Canyon offered only crude and noisy four and five-cylinder engines. Then a smooth and powerful V8 was added. Updates for 2009 also included standard electronic stability control as well as the 300-hp V8. The Canyon was dropped after 2012. A redesigned model arrived in late 2014 which offered a 200-hp four-cylinder or a 305-hp V6, both backed by a standard six-speed automatic. Updates for 2016 included Android Auto and Apple CarPlay and the addition of the optional 2.8-liter four-cylinder turbodiesel engine. New for 2017 are an eight-speed automatic and more horsepower to the V6. Updates for the 2020 model year include a new infotainment system and an available locking tail gate.

REDESIGN/FRESHENING:
2015, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	'21	'22
Overall Reliability			I	↑	⇊	⇊	⇊	I	↓	⇊
Engine, Major			↑	↑	↓	↑	↑	↑	I	⇈
Engine Minor			↓	↑	⇊	↑	↑	⇈	I	⇊
Engine Cooling			⇈	⇈	I	↑	⇈	⇈	⇈	⇈
Trans. Major			⇈	I	⇊	⇊	⇊	↑	↑	⇊
Trans. Minor			↓	⇊	⇊	⇊	⇊	⇈	↑	⇊
Drive System			⇊	I	⇊	⇊	⇊	↑	I	⇈
Fuel System			↓	I	I	⇊	I	⇈	⇈	⇈
Electrical			↑	⇈	↑	⇊	↑	↑	I	⇊
Climate Syst.			⇈	↑	⇊	⇊	↑	I	⇈	⇈
Suspension			⇊	I	I	⇈	⇈	↑	⇈	⇈
Brakes			I	⇈	⇈	I	↓	⇈	⇈	⇈
Exhaust			I	⇈	↑	⇈	⇈	⇈	I	⇈
Paint/Trim			↓	↓	⇈	↓	↑	⇈	⇈	⇊
Noises & Leaks			⇈	↓	⇈	⇈	↑	I	↓	⇊
Body Hardware			↑	⇈	⇈	⇈	↑	⇈	⇈	⇊
Power Equip.			↓	I	↑	⇈	⇈	I	⇈	⇈
In-Car Electr.			⇊	⇊	↓	I	I	↓	↑	⇈

PRICES

2013	-
2014	-
2015	$15,200 - $24,500
2016	$16,200 - $27,100
2017	$17,500 - $31,600
2018	$18,200 - $35,200
2019	$20,300 - $38,100
2020	$22,700 - $40,000
2021	$26,700 - $44,200
2022	$28,500 - $46,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	Good	NT	↑/⇈
2016	Good	NT	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

GMC Sierra 1500

GMC's full-size Sierra has powerful engines, responsive handling, and a decent ride for the class, but the powertrains aren't as refined as some competitors'. Fuel economy from the 5.3-liter V8 and six-speed automatic is decent, and its crash test scores improved. Cabin access is easy and towing and payload capacities generous. A 2014 redesign brought a more spacious cabin. Fuel economy is an impressive 16 mpg, but the new truck feels sluggish. The 2019 redesign carries over its V8 engine options and adds a 3.0-liter turbo-diesel and 2.7-liter turbo four-cylinder. The cabin is very quiet, and handling is sound, but the ride is stiff. Rear-seat room in crew cab versions is immense, but the the step-in is high. 2020 brought an available 3.0-liter turbodiesel six-cylinder paired with a 10-speed automatic, along with suspension tweaks. The diesel pulls strongly, feels refined, and returns 23 mpg overall. Significant updates were made to the interior for 2022 and GM's SuperCruise system is available.

REDESIGN/FRESHENING:
2007, 2014, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
4WD; AWD; Rear

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	I	↓	⇊	⇊	⇊	⇊	⇊	↓	⇊	↓
Engine, Major	I	↑	↓	I	↑	↓	↓	⇈	⇊	⇈
Engine Minor	↑	↑	⇈	↑	I	I	⇊	⇊	⇊	↑
Engine Cooling	⇈	⇈	⇈	↑	⇈	I	⇈	⇈	↑	⇈
Trans. Major	↓	⇊	⇊	⇊	⇊	⇊	⇊	↑	↑	⇈
Trans. Minor	↓	↓	⇊	⇊	⇊	⇊	⇊	↑	↑	↑
Drive System	↑	I	⇊	⇊	⇊	↓	⇊	I	I	⇈
Fuel System	⇊	↑	↑	I	I	↑	↑	I	↑	↑
Electrical	↑	↑	↑	↑	I	↓	↓	↓	↓	⇈
Climate Syst.	I	⇊	⇊	⇊	↓	↑	↓	↑	↑	↓
Suspension	↑	I	↓	↓	I	I	I	↑	⇈	⇈
Brakes	↑	I	⇊	↓	I	↑	⇊	⇊	⇈	↑
Exhaust	I	↓	↓	⇈	⇈	⇈	⇈	↑	⇈	⇊
Paint/Trim	⇊	↓	⇊	⇊	I	⇈	↑	I	⇈	⇈
Noises & Leaks	↑	↑	I	I	↓	↓	⇊	I	↑	↑
Body Hardware	⇊	↓	I	I	I	⇈	↑	↑	⇈	⇈
Power Equip.	I	↓	I	⇈	↓	↑	I	↑	⇈	⇈
In-Car Electr.	I	↑	⇊	I	I	I	⇊	I	↑	↑

PRICES

2013	$12,600 - $19,900
2014	$13,800 - $25,000
2015	$15,100 - $27,800
2016	$16,700 - $31,600
2017	$18,000 - $34,600
2018	$20,000 - $40,500
2019	$26,100 - $47,200
2020	$28,500 - $53,100
2021	$31,600 - $57,200
2022	$34,700 - $88,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	Marg.	⇈/⇈
2017	Good	Marg.	⇈/⇈
2018	Good	Marg.	⇈/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

GMC Terrain

The Terrain is GMC's entry in the small to midsized SUV segment. It is a sibling of the redesigned 2010 Chevrolet Equinox but with more angular styling. The Terrain features a direct-injection 2.4-liter, four cylinder engine that returned 21 mpg overall in our tested Equinox. It is also available with a 3.0-liter V6 that is more refined and returned 18 mpg overall in our testing. We found the V6 model had better steering feel, and the ride in both was taut and steady. The roomy rear seat is comfortable for adults. With either engine, the transmission is reluctant to downshift at times. Redesigned for 2018, we tested the 2.0-liter turbo mated to a nine-speed automatic. It's not the swiftest or the smoothest. The Terrain's gear selector is controlled by unintuitive-to-operate dash-mounted push buttons. The infotainment system is one of the easier ones to use. The 2.0-liter turbo was dropped for 2021, leaving the 1.5-liter turbo four-cylinder as the sole engine.

REDESIGN/FRESHENING:
2010, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	↓	↓	I	I	⇈	I	↑	I	I	⇊
Engine, Major	⇊	⇊	↓	↓	⇈	⇈	↑	⇈	⇈	↑
Engine Minor	⇊	⇊	⇊	⇊	↑	⇈	↑	↓	⇈	↑
Engine Cooling	I	⇊	↑	↑	⇈	⇈	⇈	⇈	⇈	↑
Trans. Major	I	↑	⇈	↑	⇈	I	⇈	⇈	⇈	↓
Trans. Minor	↓	↑	⇈	↑	⇈	↑	↑	⇈	⇈	I
Drive System	I	↓	⇊	↑	⇈	↑	↑	⇈	↑	⇈
Fuel System	⇊	⇊	I	↓	I	↑	⇈	⇈	⇈	⇈
Electrical	I	⇊	↓	↓	⇈	↑	↑	↓	⇈	↑
Climate Syst.	I	↑	I	↓	⇈	↑	⇈	↑	⇈	⇈
Suspension	↑	I	↑	↑	↓	⇈	⇈	↑	⇈	⇈
Brakes	↑	⇊	⇊	↓	↑	↑	↑	↑	⇈	↑
Exhaust	⇊	⇊	⇊	⇈	⇈	↑	⇈	⇈	⇈	⇈
Paint/Trim	I	⇊	⇊	⇈	I	↑	↑	⇈	↓	⇈
Noises & Leaks	I	↓	↓	↑	↑	I	I	↓	↑	↑
Body Hardware	↑	I	↓	↑	⇈	↑	⇈	⇈	↑	⇈
Power Equip.	⇈	I	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
In-Car Electr.	⇊	↑	I	⇈	I	↓	I	I	↑	↓

PRICES

2013	$8,800 - $12,100
2014	$10,100 - $13,300
2015	$11,400 - $15,300
2016	$13,600 - $17,700
2017	$15,700 - $20,400
2018	$17,800 - $25,600
2019	$20,400 - $28,100
2020	$22,000 - $30,500
2021	$24,900 - $33,000
2022	$28,000 - $35,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

GMC Yukon

This twin of the Chevrolet Tahoe has strong engines, a comfortable ride, and a high-quality interior. The third-row seats don't fold flat into the floor, eating up cargo room. The 5.3-liter V8 and six-speed automatic is a strong eough, but unrefined, powertrain. Controls are mostly simple. The 2015 redesign brought a sumptuous and quiet interior, power folding second- and third-row seats, and available advanced safety features. While the magnetic ride control suspension improves the ride, it's only on the top trim Denali with the 6.2-liter V8. The redesigned 2021 model's independent rear suspension improved ride comfort and third-row room. The standard 5.3-liter V8 and 10-speed automatic supply plenty of predictable uninterrupted power. Handling is rather ponderous but secure. Cargo capacity is generous. Controls are very easy to use except for the tricky gear selector. It's a big step to get into the Yukon and the tall hood cuts forward visibility.

REDESIGN/FRESHENING:
2007, 2015, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
4WD; AWD; Rear

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	**'21**	'22
Overall Reliability	I	*	⇊	⇊	⇊	I	⇊	⇈	⇊	⇈
Engine, Major	⇈	*	↑	⇊	⇊	↑	↑	⇈	⇊	⇈
Engine Minor	↓	*	⇈	⇊	I	I	I	⇈	↑	⇈
Engine Cooling	↑	*	⇈	↑	⇈	↓	I	⇈	↑	⇈
Trans. Major	I	*	⇊	⇊	⇊	↑	↑	⇈	⇈	⇈
Trans. Minor	↑	*	I	⇊	↓	↑	⇊	⇈	⇈	⇈
Drive System	↑	*	I	⇊	⇊	⇈	↑	⇈	⇊	⇈
Fuel System	↑	*	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	*	I	↓	I	↑	↑	⇈	⇈	⇈
Climate Syst.	⇊	*	⇊	⇊	⇊	⇊	⇈	⇈	↑	⇈
Suspension	↑	*	⇊	⇊	⇊	↓	↑	⇈	⇈	⇈
Brakes	↑	*	⇊	I	⇈	⇈	⇈	⇈	⇈	⇈
Exhaust	↑	*	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↓	*	⇊	⇊	⇊	I	↓	I	⇈	⇈
Noises & Leaks	I	*	⇊	I	↑	I	↑	I	I	⇈
Body Hardware	↓	*	↑	⇊	⇊	↑	↓	⇈	⇈	⇈
Power Equip.	⇈	*	I	⇊	↓	⇈	↓	I	⇈	⇈
In-Car Electr.	⇈	*	⇊	⇊	⇊	↑	↓	↑	I	↓

PRICES

2013	$14,200 - $18,700
2014	$15,900 - $20,700
2015	$22,300 - $27,800
2016	$24,000 - $31,900
2017	$27,300 - $35,900
2018	$29,900 - $41,900
2019	$34,600 - $49,300
2020	$37,400 - $51,600
2021	$51,100 - $73,100
2022	$56,400 - $81,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	⇈/⇈
2014	NT	NT	⇈/⇈
2015	NT	NT	⇈/⇈
2016	NT	NT	⇈/⇈
2017	NT	NT	⇈/⇈
2018	NT	NT	⇈/⇈
2019	NT	NT	↑/⇈
2020	NT	NT	↑/⇈
2021	NT	NT	↑/⇈
2022	NT	NT	↑/⇈

GMC Yukon XL

The Yukon XL, like the similar Chevrolet Suburban, has large cargo and towing capacities. The third-row seats don't fold flat into the floor, eating up cargo room. The 5.3-liter V8 and six-speed automatic is a strong eough, but unrefined, powertrain. The 2015 redesign brought a sumptuous and quiet interior, power folding second and third-row seats, and available advanced safety features. Top-trim Denali versions offer a stronger V8 and plusher interior finishes, and the magnetic ride suspension that pays dividends in ride comfort and handling agility. The redesigned 2021 model got an independent rear suspension that improved ride comfort and third-row room. The standard 5.3-liter V8 and 10-speed automatic form a strong powertrain. Handling is rather ponderous but safe. Cargo capacity is enormous. Controls are very easy to use except for the tricky gear selector. It's a big step to get into the Yukon XL and the tall hood cuts forward visibility.

REDESIGN/FRESHENING:
2007, 2015, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
4WD; AWD; Rear

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	**'21**	'22
Overall Reliability	I	I	⇊	⇊	⇊	⇊	⇊	*	*	*
Engine, Major	I	I	⇈	↓	⇊	↑	↑	*	*	*
Engine Minor	⇈	↓	⇈	⇈	↑	I	⇊	*	*	*
Engine Cooling	⇈	I	↑	↑	↑	↑	⇊	*	*	*
Trans. Major	⇈	↑	⇊	⇊	⇊	⇊	⇈	*	*	*
Trans. Minor	⇈	⇈	⇊	I	⇊	⇊	⇈	*	*	*
Drive System	↑	⇊	⇊	I	⇈	⇈	↑	*	*	*
Fuel System	⇊	⇈	⇈	⇈	↓	↑	⇈	*	*	*
Electrical	I	↑	⇈	I	⇊	⇈	⇊	*	*	*
Climate Syst.	I	⇊	⇊	⇊	⇊	↑	I	*	*	*
Suspension	⇊	↓	⇊	⇊	⇊	⇊	⇊	*	*	*
Brakes	⇈	⇈	⇊	↓	⇊	⇈	⇈	*	*	*
Exhaust	⇈	⇈	⇈	↑	↑	↑	⇈	*	*	*
Paint/Trim	I	I	⇊	⇊	↑	↑	⇈	*	*	*
Noises & Leaks	↑	↑	I	⇈	↑	⇈	⇈	*	*	*
Body Hardware	↓	↓	⇊	⇊	↑	⇈	↑	*	*	*
Power Equip.	⇈	↓	I	⇊	⇊	⇈	↓	*	*	*
In-Car Electr.	I	↑	↑	⇊	⇊	⇊	⇈	*	*	*

PRICES

2013	$13,200 - $19,200
2014	$15,200 - $19,300
2015	$20,800 - $26,700
2016	$23,200 - $31,100
2017	$26,000 - $36,700
2018	$29,700 - $42,000
2019	$34,500 - $49,300
2020	$38,400 - $51,100
2021	$50,700 - $71,600
2022	$58,600 - $84,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	⇈/⇈
2014	NT	NT	⇈/⇈
2015	NT	NT	↑/⇈
2016	NT	NT	↑/⇈
2017	NT	NT	↑/⇈
2018	NT	NT	↑/⇈
2019	NT	NT	↑/⇈
2020	NT	NT	↑/⇈
2021	NT	NT	↑/⇈
2022	NT	NT	↑/⇈

Honda Accord ✓

The Accord is an excellent used-car choice. The four-cylinder engine is smooth and frugal, the V6 engine is quick and quiet, and a hybrid model is available. Ride and handling are very good. Overall length shrunk a bit with the 2013 redesign, but the Accord remained very accommodating and family-friendly. EX models and above have a convoluted touchscreen infotainment system that is frustrating to use. The Hybrid returned for 2015 and got 40 mpg overall in our tests. The Accord was completely redesigned for 2018, delivering responsive handling, a comfortable ride, a much better infotainment system, and impressive fuel economy of 32 mpg and 47 mpg overall for its four-cylinder and hybrid, respectively. For 2021, the Accord got refreshed exterior styling, a standard 8-inch infotainment system, and rear-seat reminder system.

REDESIGN/FRESHENING:
2013, 2018, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	↑	↑	↑	⇈	⇈	I	I	↑	↑	↓
Engine, Major	↑	I	↑	↑	⇈	I	I	⇈	⇈	⇈
Engine Minor	↑	I	I	↑	⇈	↑	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑
Drive System	I	I	⇈	⇈	↑	⇈	↑	⇈	⇈	↓
Fuel System	⇈	↑	⇈	⇈	⇈	⇈	I	⇈	⇈	↓
Electrical	↓	↓	⇊	I	⇈	I	I	⇈	⇈	⇈
Climate Syst.	⇈	↑	↑	↑	↑	⇊	⇈	I	⇈	⇈
Suspension	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑
Brakes	↑	I	↓	↑	↓	↑	I	↑	⇊	⇈
Exhaust	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↑	↑	I	⇈	⇈	I	↓	⇈	I	⇈
Noises & Leaks	⇈	↑	⇈	↑	↑	I	↓	⇈	↑	⇈
Body Hardware	↑	↑	↑	⇈	⇈	↑	↑	↑	I	⇈
Power Equip.	↑	↑	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈
In-Car Electr.	↑	↑	I	↓	↓	I	I	⇈	↑	⇊

PRICES

2013	$11,700 - $15,000
2014	$13,100 - $15,900
2015	$14,000 - $17,500
2016	$15,600 - $20,200
2017	$17,200 - $22,900
2018	$20,400 - $25,700
2019	$22,700 - $28,900
2020	$24,500 - $31,700
2021	$26,600 - $35,000
2022	$29,100 - $37,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Good	↑/⇈
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Honda Civic

The Civic has long been known for its lively handling, fuel economy, and reliability. Skip the redesigned 2012 model and go with the updated 2013 Civic. The 1.8-liter four-cylinder is smooth and returned 30 mpg overall with the CVT. The Hybrid returned 40 mph overall. The 2016 redesign brought a refined, more-substantial Civic. Base models used the 1.8-liter, but the other trims have a 1.5-liter turbo. Both engines are refined and economical, and the CVT works well. Handling is responsive, and the ride isolates against most bumps. The interior features nicer materials and has a spacious rear seat. Basic versions have an easy-to-use radio, but uplevel trims have an unintuitive touch-screen system. For 2020 the Civic Sport Touring hatchback gets an upgraded infotainment system and offers a six-speed manual transmission. The 2022 redesign shines in handling, braking, and fuel economy, but it has a noisy cabin and an uncomfortable ride. Mainstream trims also lack features found in some comparably priced rivals.

REDESIGN/FRESHENING:
2012, 2016, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	**'22**
Overall Reliability	⇈	⇈	↑	I	I	⇊	↓	↑	⇈	↑
Engine, Major	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Engine Minor	⇈	↑	⇈	⇈	⇈	I	↑	⇈	⇈	⇈
Engine Cooling	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↑	I	↑	⇈	⇈	↑	⇈	⇈	⇈
Trans. Minor	↑	I	⇊	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	↑	⇈	⇈	I	I	↑	↑	⇈	⇈	⇈
Electrical	⇈	↑	↑	⇈	⇈	⇊	↓	⇈	⇈	⇈
Climate Syst.	↑	I	I	⇊	⇊	⇊	⇊	↓	↑	⇈
Suspension	↑	⇈	↑	⇊	I	⇈	↑	⇈	↑	⇈
Brakes	↑	↑	I	⇈	⇈	⇊	↑	⇈	⇈	↑
Exhaust	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↓	↑	↑	↑	↓	I	⇈	⇈	⇈	↑
Noises & Leaks	↑	⇈	⇈	↑	I	↑	↑	⇊	⇈	⇈
Body Hardware	I	↑	↑	⇈	I	↑	↑	⇈	⇈	↑
Power Equip.	⇈	↑	I	I	↑	⇈	↑	↑	⇈	↑
In-Car Electr.	↑	↑	⇈	↓	↓	↑	I	⇈	↑	⇊

PRICES

2013	$10,200 - $15,300
2014	$11,700 - $16,800
2015	$13,000 - $17,400
2016	$14,700 - $17,500
2017	$16,400 - $34,100
2018	$17,200 - $35,500
2019	$19,300 - $37,200
2020	$20,800 - $38,000
2021	$23,300 - $49,800
2022	$25,800 - $34,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Good	↑/⇈
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	↑/⇈

Honda CR-V ✓

The CR-V has always been a good choice, with a spirited four-cylinder engine, good fuel economy, strong reliability, and a roomy interior. Handling is sound but not agile. Road noise has been our main gripe, especially in pre-2012 models. Handling became more agile, with a firm yet supple ride. The 2012 redesign brought a little more space, marginally better power and fuel economy, a standard backup camera, and more connectivity. It also brought a convoluted infotainment system for EX versions. The latest version arrived for the 2017 model year, and featured more rear seat room, a well-finished interior, a turbo engine in EX and above trims, better fuel economy, and up to date safety features. A hybrid version arrived for the 2020 model year, and got 35 mpg overall in our tests.

REDESIGN/FRESHENING:
2012, 2015, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	**'15**	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability	⇈	↑	⇈	⇈	↑	I	↑	↑	↑	I
Engine, Major	↑	↑	↑	⇈	⇈	↑	⇈	↑	⇈	⇈
Engine Minor	↑	I	↑	↑	↑	I	↑	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	↑	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	I	↑	↑	↑	↑	⇈	⇈	⇈	⇈	I
Fuel System	⇈	⇈	⇈	⇈	↑	↑	⇈	⇈	⇈	⇈
Electrical	I	I	I	↑	I	I	I	↑	↑	⇈
Climate Syst.	↑	↑	⇈	↑	↓	⇊	↑	⇈	⇈	⇈
Suspension	↑	↑	⇈	↑	⇈	⇈	↑	⇈	⇈	⇈
Brakes	↑	I	I	↑	↑	⇈	⇈	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↑	↑	↑	⇈	↑	⇈	↑	↑	↑	⇈
Noises & Leaks	⇈	I	↑	⇈	↑	↑	↑	↑	↑	↑
Body Hardware	↑	↑	↑	⇈	⇈	⇈	⇈	↑	⇈	↑
Power Equip.	⇈	↑	↑	I	I	↑	⇈	⇈	I	⇈
In-Car Electr.	⇈	⇈	⇈	↑	⇊	⇊	I	I	↑	↑

PRICES

2013	$13,000 - $16,000
2014	$13,900 - $16,900
2015	$15,500 - $19,200
2016	$16,800 - $21,900
2017	$19,100 - $24,400
2018	$20,800 - $26,500
2019	$22,400 - $28,400
2020	$23,800 - $33,700
2021	$25,800 - $36,000
2022	$27,100 - $37,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	⇈/⇈
2014	Good	Marg.	⇈/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

⇊ ↓ ! ↑ ⇈
WORSE —— BETTER

✓ CR RECOMMENDED

Honda Fit ✓

This cleverly designed and reliable little hatchback has easy cabin access and an amazing amount of interior room. The rear seats can be folded flat, or the cushion can fold up, creating a deep, flat floor that can fit bulky items or a tall plant. While not overly powerful, the Fit feels responsive, with a smooth and willing engine and agile handling. The ride is choppy, making the Fit an unpleasant choice for a long commute. The Fit came well equipped with standard power accessories. 2009 brought a redesign, but only versions with the navigation system had stability control. We recommend buying a 2011 or later model, which have standard ESC. A 2015 redesign made the Fit quicker and even more fuel-efficient. 2020 was the final model year.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2009, 2015	ABS, side and head protection air bags standard. ESC standard from 2011.	Front

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	↑		!	↑	⇈	↑	⇈	!		
Engine, Major	!		!	⇈	⇈	↓	⇈	⇈		
Engine Minor	↑		↓	⇈	⇈	⇈	↓	⇈		
Engine Cooling	⇊		⇈	⇈	⇈	⇈	⇈	⇊		
Trans. Major	⇈		↑	⇈	⇈	⇈	⇈	⇈		
Trans. Minor	⇈		⇈	↑	⇈	⇈	⇈	⇈		
Drive System	↑		↑	⇈	⇈	⇈	⇈	⇈		
Fuel System	⇈		↑	↓	⇈	!	⇈	⇈		
Electrical	!		⇊	⇊	↑	!	⇊	⇊		
Climate Syst.	!		!	⇊	⇊	⇈	⇈	↑		
Suspension	⇈		↑	↓	⇈	⇈	⇈	⇈		
Brakes	⇈		⇈	⇈	⇈	⇈	⇈	⇈		
Exhaust	⇈		⇊	⇈	!	⇈	⇈	⇈		
Paint/Trim	↑		⇊	!	↑	!	⇈	⇈		
Noises & Leaks	⇈		!	⇈	↑	⇊	⇈	⇈		
Body Hardware	!		↑	!	⇈	!	⇈	⇈		
Power Equip.	↑		↓	⇊	⇈	↑	⇈	⇈		
In-Car Electr.	⇈		↑	⇈	↑	⇈	↑	↑		

PRICES

2013	$10,300 - $12,200
2014	-
2015	$12,100 - $14,500
2016	$13,800 - $16,700
2017	$15,100 - $18,000
2018	$15,400 - $19,500
2019	$17,600 - $21,500
2020	$19,100 - $23,100
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	↑/↑
2014	-	-	-
2015	Good	Accpt.	⇈/⇈
2016	Good	Accpt.	⇈/⇈
2017	Good	NT	⇈/⇈
2018	Good	NT	⇈/⇈
2019	Good	NT	⇈/⇈
2020	Good	NT	⇈/⇈
2021	-	-	-
2022	-	-	-

Honda HR-V ✓

Based on the Fit subcompact, the HR-V SUV gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is also louder and the ride is stiffer. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression created by the CVT transmission amplifying engine noise during acceleration. The Honda's trump card is its excellent 29 mpg overall, very flexible interior, and generous rear seat and cargo room. Available premium features include heated leather seats, a sunroof, and keyless entry, and a rear-view camera is standard. We prefer the LX trim over the EX for its simpler audio controls. The manual transmission was dropped for 2020. If you can stretch your budget, try to get a CR-V instead.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2016	ABS, ESC, side and head protection air bags standard.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability				!	⇈	⇈	↑	↑	↑	⇈
Engine, Major				⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor				⇈	⇊	⇈	!	⇈	↑	⇈
Engine Cooling				⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major				↓	!	⇈	⇈	⇈	⇈	⇈
Trans. Minor				⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System				⇈	↑	⇈	↑	↑	⇈	⇈
Fuel System				⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical				⇊	↑	⇈	⇈	⇈	⇈	⇈
Climate Syst.				⇊	↑	!	↑	!	⇈	↑
Suspension				↑	!	⇈	⇊	⇈	⇈	⇈
Brakes				!	⇈	⇈	↑	⇈	↑	⇈
Exhaust				⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim				⇊	⇈	⇈	↑	⇈	↑	↑
Noises & Leaks				↑	⇈	⇈	↓	⇈	!	⇈
Body Hardware				⇊	⇈	↑	↑	⇈	↑	⇈
Power Equip.				⇊	⇈	⇈	↑	!	⇈	⇈
In-Car Electr.				↓	!	↓	↓	⇈	⇈	⇈

PRICES

2013	-
2014	-
2015	-
2016	$14,900 - $17,300
2017	$16,600 - $19,100
2018	$17,000 - $21,400
2019	$19,900 - $25,400
2020	$21,800 - $26,800
2021	$23,100 - $28,500
2022	$24,700 - $29,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	Good	Accpt.	↑/⇈
2017	Good	Accpt.	↑/⇈
2018	Good	Accpt.	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Honda Insight

The 2010 Insight was positioned as an alternative to the Toyota Prius, but its gas mileage of 39 overall fell short of the segment leader. In addition, interior fit and finish was low rent, the car was slow and noisy, the back seat cramped and required ducking to get into, and the ride was stiff. Handling in base versions of early model years without ESC is disconcerting, and the car was discontinued after 2014. An all-new, far better Insight based on the Civic arrived for 2019. Its 54 mpg overall in our tests is 2 mpg better than the Prius. The ride is comfortable, its handling is secure but mundane, and the rear seat is relatively roomy. But its low stance makes it tough to get in and out. The driver's seat is short on lower back support, and the controls are somewhat tricky. When the gas engine awakens as more power is needed, the cabin gets loud. 2022 was the Insight's final year.

REDESIGN/FRESHENING:
2010, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	*	*					⇈	*	*	*
Engine, Major	*	*					⇈	*	*	*
Engine Minor	*	*					↑	*	*	*
Engine Cooling	*	*					⇈	*	*	*
Trans. Major	*	*					⇈	*	*	*
Trans. Minor	*	*					⇈	*	*	*
Drive System	*	*					⇈	*	*	*
Fuel System	*	*					⇊	*	*	*
Electrical	*	*					⇈	*	*	*
Climate Syst.	*	*					↓	*	*	*
Suspension	*	*					⇈	*	*	*
Brakes	*	*					↑	*	*	*
Exhaust	*	*					⇈	*	*	*
Paint/Trim	*	*					⇈	*	*	*
Noises & Leaks	*	*					⇈	*	*	*
Body Hardware	*	*					⇈	*	*	*
Power Equip.	*	*					⇈	*	*	*
In-Car Electr.	*	*					↑	*	*	*

PRICES

2013	$8,500 - $10,400
2014	$11,700 - $13,500
2015	-
2016	-
2017	-
2018	-
2019	$21,100 - $24,300
2020	$23,100 - $26,300
2021	$25,800 - $29,800
2022	$30,500 - $33,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Honda Odyssey

The redesigned 2011 Odyssey did very well in our road tests, with supportive seating, a comfortable ride, and a refined 249-hp V6 and five-speed automatic powertrain that returned 19 mpg overall. Top trim versions got a six-speed automatic. This version had responsive handling, and a steady, supple ride. The cabin was relatively quiet, but some road noise persisted. There was room for eight occupants in the roomy, versatile interior. The third-row seat was easy to fold down into its own well, for a flat load floor. The 2018 redesign brought an updated V6, new nine and ten-speed transmissions, and more up to date safety features. It's a refined, quiet, fuel-efficient van, with a comfortable ride and sound handling. The infotainment system is easier to use than in the previous generation, but the interface can be distracting. For the 2020 model year, the 10-speed automatic became standard across the board.

REDESIGN/FRESHENING:
2011, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	!	!	↓	!	!	↓	!	!	↓	↑
Engine, Major	!	⇊	↓	↓	↑	!	↑	⇈	⇈	⇈
Engine Minor	↑	↑	!	!	⇈	↑	!	↑	!	↑
Engine Cooling	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↑	⇊	!	↓	↑	⇈	!	⇈	⇈
Trans. Minor	⇈	↓	⇊	↓	⇊	↓	↓	⇈	⇈	⇈
Drive System	⇊	!	!	↓	⇈	⇊	↑	↑	⇈	⇈
Fuel System	⇊	!	↑	!	⇈	!	⇈	!	⇈	⇈
Electrical	↓	↓	⇊	!	!	!	⇊	↑	↑	⇊
Climate Syst.	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Suspension	↓	↑	↓	↓	↑	⇈	↑	!	⇊	⇈
Brakes	↓	⇊	⇊	!	!	↓	↓	↑	⇈	⇈
Exhaust	↑	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇊	⇊	↓	!	⇈	⇈	↑	!	⇊	⇈
Noises & Leaks	!	!	⇊	!	↓	⇈	!	↑	↑	↑
Body Hardware	⇊	⇊	!	↑	⇊	⇈	↑	!	⇊	⇈
Power Equip.	⇈	⇊	⇊	↓	⇊	⇊	!	↓	⇈	⇈
In-Car Electr.	↑	↑	↑	⇈	↑	⇊	⇊	⇊	⇊	⇊

PRICES

2013	$11,500 - $14,700
2014	$13,000 - $16,900
2015	$14,400 - $19,400
2016	$16,800 - $23,100
2017	$18,600 - $27,000
2018	$21,900 - $30,600
2019	$24,900 - $35,600
2020	$28,400 - $39,900
2021	$31,300 - $43,200
2022	$33,100 - $45,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	⇈/⇈
2014	Good	Good	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Honda Passport ✓

The Passport name returned in 2019, this time as a stubbier version of the Pilot SUV. They share a platform, including the same smooth, refined 3.5-liter V6 engine and nine-speed automatic transmission. In our tests the Passport achieved 21 mpg overall. Unlike the Pilot, we found the Passport's ride to be rather stiff, but without a marked improvement in handling agility. The Passport's interior stays quiet, with wind and road noise being nicely squelched. Entering the Passport requires a hearty step up since it sits slightly taller than the Pilot. The cabin is wide and roomy, and thin windshield pillars and tall side glass make for mostly unobstructed views out. We like the generously padded door armrests and height-adjustable front-seat inner armrests. Handy storage nooks abound, including two front trays and a very large bin between the seats. The infotainment system is rather slow to respond and the push-button gear selector is tricky to use without looking down.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2019	ABS, ESC, side and head protection air bags standard. FCW and AEB standard.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability							⇈	↑	↑	⇈
Engine, Major							⇈	⇊	⇈	⇈
Engine Minor							⇈	⇈	↑	⇈
Engine Cooling							⇈	⇈	⇈	⇈
Trans. Major							⇈	⇈	⇈	⇈
Trans. Minor							↑	⇈	!	⇈
Drive System							↑	⇈	⇈	⇈
Fuel System							⇈	⇈	⇈	⇈
Electrical							⇈	⇊	⇈	⇈
Climate Syst.							↑	⇈	!	⇈
Suspension							⇈	⇈	⇈	⇈
Brakes							↑	⇈	⇈	⇈
Exhaust							⇈	⇈	⇈	⇈
Paint/Trim							⇈	⇈	⇈	⇈
Noises & Leaks							↓	⇈	⇈	↓
Body Hardware							⇈	⇈	↓	⇈
Power Equip.							!	⇈	⇈	⇈
In-Car Electr.							⇊	⇊	↑	⇈

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	$25,900 - $32,900
2020	$28,900 - $36,100
2021	$30,500 - $38,500
2022	$36,000 - $42,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Honda Pilot

The Pilot manages to combine the best virtues of a wagon, SUV, and minivan, which make it among the better three-row midsized SUVs. It delivers adequate performance and respectable fuel economy, a comfortable ride, secure handling, and seating for eight. The standard split third-row seat folds neatly into the floor. Access is easy, and fit and finish is impeccable. We got 18 mpg overall in the 2012 model we tested. However, the interior isn't as well finished as those in some competitors. Look for a model with the available rear-view camera. Pronounced road noise was our only qualm. The 2016 redesign brought six- and nine-speed automatic transmissions, a roomier interior, and more up to date safety equipment. Changes for 2020 include a new Black Edition version that gets various exterior and interior styling updates. For 2021, all Pilots received the nine-speed automatic transmission.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2009, 2016	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	↑	↑	!	↓	⇊	!	!	↑	!	⇊
Engine, Major	↑	↑	↑	↑	!	⇈	⇈	⇈	⇈	⇈
Engine Minor	↑	⇈	!	!	↑	↑	⇈	!	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↑	⇈	↑	⇊	⇊	↓	↓	⇈	⇈	↓
Trans. Minor	↑	⇈	!	⇊	⇊	!	↓	⇈	⇈	↑
Drive System	↓	!	↓	↑	⇊	↑	↑	⇈	⇈	↓
Fuel System	↑	!	⇈	⇊	⇊	↓	!	⇈	⇈	↑
Electrical	!	↑	↓	⇊	!	↑	⇈	⇈	⇈	⇈
Climate Syst.	⇈	⇈	⇈	!	↓	⇈	↑	⇈	↑	↑
Suspension	!	!	⇊	↑	⇈	⇈	⇈	⇈	⇈	⇈
Brakes	!	⇊	!	↑	!	↑	↑	⇈	↑	⇈
Exhaust	⇈	⇈	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈
Paint/Trim	!	⇊	↓	↑	⇈	⇈	↑	⇈	!	↑
Noises & Leaks	↑	⇈	!	↑	!	!	↑	↓	!	⇈
Body Hardware	⇈	↑	↑	↓	↑	↑	!	⇈	↓	↑
Power Equip.	↑	⇈	↑	⇊	⇈	↑	↑	⇈	⇈	↑
In-Car Electr.	↑	⇈	↑	⇊	!	↑	⇊	⇊	!	!

PRICES

2013	$12,200 - $15,800
2014	$13,600 - $17,100
2015	$15,800 - $19,600
2016	$17,500 - $24,200
2017	$20,100 - $27,300
2018	$22,400 - $30,200
2019	$24,100 - $33,200
2020	$26,900 - $36,600
2021	$29,300 - $40,200
2022	$33,700 - $43,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	↑/⇈
2014	Good	Poor	↑/⇈
2015	Good	Poor	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Honda Ridgeline

The first-generation Ridgeline has a supple and steady ride, and its handling is quite agile. The tailgate can open either vertically or horizontally, and beneath the bed is a clever, weatherproof, lockable trunk. The standard 3.5-liter V6 engine is quiet, smooth, and responsive but road noise is pronounced. The roomy crew cab is nicely detailed and easy to access. The five-foot-long cargo bed is made from a composite plastic material and has no wheel arch intrusion. While not designed for serious off-roading, it proved capable in most off-road conditions. Towing capacity is 5,000 pounds. A 2017 redesign made the Ridgeline more conventional, and brought a level of ride and handling that's more refined than in conventional pickup trucks. But it kept the slick tailgate and in-bed trunk. For 2020 the Ridgeline received a nine-speed automatic transmission and standard advanced safety systems. 2021 models got standard all-wheel drive and touchscreen infotainment system with a rotary volume knob.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2006, 2017	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability	⇈	⇈			I	I	↑	I	I	I
Engine, Major	↑	⇈			⇈	↑	⇈	⇈	⇈	⇈
Engine Minor	↑	⇈			⇈	⇈	↑	↑	I	⇈
Engine Cooling	⇈	⇈			⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈			⇊	⇊	⇈	↑	⇈	⇈
Trans. Minor	⇈	I			⇊	↑	⇈	↑	↑	⇈
Drive System	⇈	⇈			I	⇈	↑	⇈	⇈	⇈
Fuel System	⇈	⇈			⇊	↓	↓	⇈	⇈	⇈
Electrical	↑	↑			⇈	↑	↑	↑	⇈	⇈
Climate Syst.	⇈	⇈			I	↑	↑	↓	⇈	↑
Suspension	⇈	⇈			↑	⇈	⇈	⇈	↑	⇈
Brakes	↓	⇈			⇈	↑	⇈	↑	↑	⇈
Exhaust	↑	⇈			↑	⇈	⇈	⇈	⇈	⇈
Paint/Trim	I	↓			↑	⇈	⇈	⇈	⇈	⇈
Noises & Leaks	↑	⇈			↑	I	↑	↓	↓	⇈
Body Hardware	⇈	⇈			↑	↑	↓	↑	↑	⇈
Power Equip.	I	⇈			⇊	↑	↑	↑	↓	⇊
In-Car Electr.	⇊	⇊			↑	↑	↑	↑	↑	↑

PRICES

2013	$16,500 - $18,400
2014	$17,800 - $21,300
2015	-
2016	-
2017	$22,600 - $29,600
2018	$23,900 - $33,600
2019	$26,900 - $36,400
2020	$31,500 - $38,300
2021	$36,100 - $42,600
2022	$37,900 - $44,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	-	-	-
2016	-	-	-
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Hyundai Accent

For most of its life the Accent has been a decent but uninspired small car with secure, but not agile, handling. Power came from a 1.6-liter four-cylinder that returned 28 mpg overall. The 2012 redesign was a big improvement, bringing responsive handling, more comfortable front seats, and fuel economy of 31 mpg overall with the automatic and 32 mpg overall with the manual. The front cabin is roomy, but rear remains cramped. Noise levels are elevated, but not offensive. All of the controls are straightforward. Handling is fairly responsive, but the ride is jittery. The redesigned 2019 version returned 33 mpg overall in our tests, but the engine produced sluggish acceleration. The interior features easy-to-use controls, but the seats are short on support. Advanced safety features come only on the top Limited trim. All 2020 models get a new 120-hp, 1.6-liter four-cylinder mated to either a six-speed manual or continuously variable transmission. 2022 was the final year for the Accent.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2012, 2018	ABS, ESC, side and head protection air bags standard.	Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	↓	*	*	*	*	*	*	*	*	*
Engine, Major	I	*	*	*	*	*	*	*	*	*
Engine Minor	⇊	*	*	*	*	*	*	*	*	*
Engine Cooling	↓	*	*	*	*	*	*	*	*	*
Trans. Major	⇈	*	*	*	*	*	*	*	*	*
Trans. Minor	⇈	*	*	*	*	*	*	*	*	*
Drive System	⇊	*	*	*	*	*	*	*	*	*
Fuel System	I	*	*	*	*	*	*	*	*	*
Electrical	⇊	*	*	*	*	*	*	*	*	*
Climate Syst.	⇈	*	*	*	*	*	*	*	*	*
Suspension	↓	*	*	*	*	*	*	*	*	*
Brakes	⇊	*	*	*	*	*	*	*	*	*
Exhaust	⇊	*	*	*	*	*	*	*	*	*
Paint/Trim	⇊	*	*	*	*	*	*	*	*	*
Noises & Leaks	I	*	*	*	*	*	*	*	*	*
Body Hardware	↓	*	*	*	*	*	*	*	*	*
Power Equip.	⇈	*	*	*	*	*	*	*	*	*
In-Car Electr.	↑	*	*	*	*	*	*	*	*	*

PRICES

2013	$7,200 - $7,400
2014	$7,900 - $8,700
2015	$8,700 - $8,700
2016	$10,000 - $10,400
2017	$10,700 - $12,200
2018	$13,800 - $15,800
2019	$15,400 - $17,400
2020	$17,300 - $19,000
2021	$17,700 - $20,600
2022	$20,700 - $22,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	Good	Poor	↑/↑
2017	Good	Poor	↑/↑
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Hyundai Azera

The Azera large sedan has a smooth V6 with quick acceleration but only fair fuel economy at 19 mpg overall. The roomy interior is well finished and quiet. Controls are straightforward. Pre-2012 versions suffered from a bouncy ride and reluctant handling. But as a used car the quiet, well-equipped Azera is a bargain. IIHS side-crash results improved to good starting with the 2012 redesign. This version of the Azera is even more appealingly finished. Its spacious and quiet cabin has comfortable seats and generous room for five. The powertrain is smooth, powerful and fuel-efficient. While handling is improved, it still lacks agility and ride quality falls short of the expectations created by its looks and the class in which it is trying to play. Hyundai dropped the Azera after the 2017 model year.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2012	ABS, ESC, side and head protection air bags standard.	Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*					
Engine, Major	*	*	*	*	*					
Engine Minor	*	*	*	*	*					
Engine Cooling	*	*	*	*	*					
Trans. Major	*	*	*	*	*					
Trans. Minor	*	*	*	*	*					
Drive System	*	*	*	*	*					
Fuel System	*	*	*	*	*					
Electrical	*	*	*	*	*					
Climate Syst.	*	*	*	*	*					
Suspension	*	*	*	*	*					
Brakes	*	*	*	*	*					
Exhaust	*	*	*	*	*					
Paint/Trim	*	*	*	*	*					
Noises & Leaks	*	*	*	*	*					
Body Hardware	*	*	*	*	*					
Power Equip.	*	*	*	*	*					
In-Car Electr.	*	*	*	*	*					

PRICES

2013	$9,600 - $9,600
2014	$10,700 - $12,300
2015	$11,400 - $13,600
2016	$14,000 - $16,800
2017	$16,500 - $18,100
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Hyundai Elantra

The Elantra is relatively roomy and fuel efficient but not the most refined among compact sedans. The 2011 redesign transformed the car. It brought a very good 29 mpg overall along with nimble handling and a fairly comfortable, well-controlled ride. The interior was much larger, and controls were well laid out. Hatchback models with different designations are available for some model years, but were noisier, had a tighter back seat, and a stiffer ride. The 2017 redesign delivered intuitive controls and an excellent 33 mpg overall from the 2.0-liter four-cylinder engine. Handling is secure, and the ride is mostly unobjectionable. New for 2018 is a GT hatchback version with taut, nimble handling. For 2020 the Elantra got a freshening that included suspension tweaks that improved ride comfort, and more sound insulation which reduced engine noise. The six-speed automatic was replaced by a CVT. The redesigned for 2021 Elantra got a slightly roomier interior, a more sophisticated infotainment system, and a new hybrid version.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011, 2017, 2021	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2021.	Front

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	**'21**	'22
Overall Reliability	↓	↑	!	⇈	!	!	⇈	!	↓	↓
Engine, Major	!	↓	⇊	⇈	⇊	⇈	⇈	!	⇈	!
Engine Minor	↑	↑	↑	⇈	↓	⇈	!	⇈	⇈	!
Engine Cooling	⇈	↑	⇊	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↑	⇈	↓	↑	⇈	⇈	⇈	!	↑	⇈
Trans. Minor	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈	↑	⇈
Drive System	↓	⇈	⇈	↑	⇈	⇈	⇈	↑	⇈	⇈
Fuel System	!	⇈	⇈	⇈	!	!	⇈	!	⇈	⇈
Electrical	!	⇊	↓	↑	⇊	↑	!	↑	⇈	⇈
Climate Syst.	⇊	⇈	↑	↑	⇈	↓	!	⇈	⇊	!
Suspension	⇊	↑	⇈	↑	⇈	!	⇈	⇈	⇊	⇈
Brakes	⇊	↓	↑	⇈	↑	↓	!	⇈	⇈	⇈
Exhaust	⇈	⇈	↑	↑	⇈	!	⇈	⇈	⇈	⇈
Paint/Trim	⇊	↓	⇊	⇊	⇊	⇊	!	↓	⇊	!
Noises & Leaks	↑	!	⇈	⇊	⇈	⇈	↑	⇈	↑	⇈
Body Hardware	⇊	↑	↑	!	!	⇊	!	↑	⇊	⇈
Power Equip.	↓	⇈	⇈	↑	↑	⇊	⇈	⇈	↑	!
In-Car Electr.	↓	⇈	↑	↑	⇈	↑	↓	⇈	!	!

PRICES

2013	$7,800 - $8,800
2014	$8,700 - $10,100
2015	$9,800 - $11,400
2016	$11,600 - $13,100
2017	$13,100 - $15,700
2018	$13,800 - $17,400
2019	$16,400 - $20,200
2020	$18,900 - $22,200
2021	$20,500 - $24,600
2022	$21,100 - $31,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	↑/⇈
2014	Good	Accpt.	↑/⇈
2015	Good	Accpt.	↑/⇈
2016	Good	Accpt.	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/↑
2019	Good	Good	↑/↑
2020	Good	Good	↑/↑
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Hyundai Ioniq

The Ioniq hybrid matches the Toyota Prius as a fuel sipper with 52 mpg overall. Power comes from a 1.6-liter four-cylinder engine which, combined with the electric drive, puts out a combined 139 hp. The six-speed dual-clutch transmission isn't the smoothest and there's some delay off the line. Like other hybrids it can drive on electric power at low speeds. Handling lacks agility and the ride is a bit unsettled but unobjectionable. The SEL comes with a power seat for an affordable price. Android Auto and Apple CarPlay compatibility is standard. There are also plugin and fully electric versions. The 2020 model got styling and interior upgrades. The Electric version's driving range increases from 124 miles to 170 miles and gets a horsepower boost from 118 to 134 hp. The Ioniq got a freshening for 2021, most notably updating the brake system and switching to a different tire brand and model. Braking performance was markedly improved from the 2017 introduction model year. 2022 was the final year for the Ioniq.

REDESIGN/FRESHENING:
2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability					⇊	⇈	⇈	*	*	*
Engine, Major					⇊	⇈	⇈	*	*	*
Engine Minor					⇊	⇈	⇈	*	*	*
Engine Cooling					⇈	⇈	⇈	*	*	*
Trans. Major					⇈	⇈	⇈	*	*	*
Trans. Minor					⇈	⇈	⇈	*	*	*
Drive System					⇊	⇈	⇈	*	*	*
Fuel System					⇈	⇈	I	*	*	*
Electrical					⇊	⇈	⇈	*	*	*
Climate Syst.					I	I	⇈	*	*	*
Suspension					↓	⇈	⇈	*	*	*
Brakes					⇊	⇈	⇈	*	*	*
Exhaust					↓	↓	↑	*	*	*
Paint/Trim					⇈	⇈	⇈	*	*	*
Noises & Leaks					⇈	↓	⇈	*	*	*
Body Hardware					⇈	⇈	↑	*	*	*
Power Equip.					↓	↓	⇊	*	*	*
In-Car Electr.					⇈	⇊	↑	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$16,200 - $19,100
2018	$18,000 - $22,500
2019	$19,100 - $23,600
2020	$20,300 - $25,000
2021	$23,400 - $28,800
2022	$25,100 - $29,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT

Hyundai Kona

The Hyundai Kona is playful and inexpensive, making it one of the more appealing subcompact SUVs. The base 2.0-liter engine is adequate around town, but it can feel sluggish under hard acceleration. We recorded 26 mpg overall with this engine in our AWD model, typical for the class. The uplevel 1.6-liter turbo is stronger, but its power delivery is not as smooth or predictable. Nimble handling makes the Kona feel very responsive in corners. The ride, however, is stiff and the cabin gets loud because of road and engine noise. A power driver seat with lumbar support adjustment comes in an option package, rare in the segment. The controls are very easy to use. Android Auto and Apple CarPlay compatibility is standard. The front-wheel drive electric version is just as good as the Kona SUV. Its 201-hp electric motor makes the Kona Electric quick, with smooth and quiet acceleration, and it has a robust 258-mile range.

REDESIGN/FRESHENING:
2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability						↓	I	↓	↑	↓
Engine, Major						⇈	⇊	⇊	⇈	I
Engine Minor						⇊	↓	↓	⇈	I
Engine Cooling						⇈	⇈	↓	⇈	↑
Trans. Major						⇈	↓	↑	↑	↑
Trans. Minor						⇈	↓	↑	⇈	⇈
Drive System						⇈	⇈	I	⇈	⇈
Fuel System						↑	⇈	↓	⇈	⇈
Electrical						⇊	⇈	↑	⇈	⇈
Climate Syst.						↑	⇈	I	⇈	⇊
Suspension						⇊	↓	⇊	⇈	⇈
Brakes						⇊	⇈	I	⇈	⇈
Exhaust						⇈	⇈	⇈	⇈	⇈
Paint/Trim						⇈	⇈	↑	⇈	⇈
Noises & Leaks						⇈	↑	↑	⇈	⇈
Body Hardware						⇈	⇈	↑	⇈	⇈
Power Equip.						⇈	↑	⇈	↑	↓
In-Car Electr.						⇈	↑	⇈	⇈	↓

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	$17,100 - $22,300
2019	$18,200 - $29,100
2020	$20,000 - $31,300
2021	$21,100 - $33,200
2022	$22,700 - $35,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	Good	Good	NT
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Hyundai Palisade

Hyundai's three-row midsized SUV, the Palisade, can seat seven or eight people, depending on whether the second row is a bench or two separate seats. It shares many components with the Kia Telluride, including its smooth 291-hp, 3.8-liter V6 that's paired with an eight-speed automatic transmission. The roomy cabin is very quiet. The Palisade rides comfortably, but handling is not particularly nimble. The interior is filled with thoughtful details. It benefits from simple controls, except for the unintuitive push-button gear selector and the faraway touch screen for the infotainment system. Updates for 2021 include the new top-shelf Calligraphy trim, which includes various interior and exterior styling cues, and special 20-inch wheels. Keep in mind that BSW was optional prior to the 2022 model year, so make sure that the Palisade you are looking to buy was built with this key safety feature.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability								!	↑	!
Engine, Major								↑	⇈	⇈
Engine Minor								⇈	⇈	⇈
Engine Cooling								⇈	⇈	⇈
Trans. Major								⇈	⇈	!
Trans. Minor								↑	⇈	!
Drive System								↑	⇈	⇈
Fuel System								⇈	⇈	⇈
Electrical								⇈	⇈	⇈
Climate Syst.								⇈	⇈	⇈
Suspension								↓	⇈	⇈
Brakes								⇈	⇈	↑
Exhaust								⇈	⇈	⇈
Paint/Trim								⇊	!	⇈
Noises & Leaks								⇊	↓	↑
Body Hardware								⇊	⇈	⇈
Power Equip.								↑	⇈	⇈
In-Car Electr.								↑	!	!

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$29,400 - $40,300
2021	$31,600 - $44,900
2022	$33,200 - $47,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Hyundai Santa Fe

With its 2013 redesign the three-row Santa Fe was equipped with a 3.3-liter V6 that got 20 mpg overall in our tests. Handling is sound and the ride is comfortable and settled. The cabin is well-finished, but the tiny third-row seat is difficult to access. The 2019 redesign reverted to two rows and offered a 2.4-liter, four-cylinder or a 2.0-liter turbo four-cylinder. The turbo returned just 21 mpg overall in our tests and suffers from an uneven power delivery. We think the 2.4-liter is the better engine. Handling is composed but the ride is firm. The controls are clear and easy to master. There is plenty of room, and the seats are comfortable and supportive. An extensive freshening for 2021 brought new engines, interior changes and the availability of a hybrid version. The hybrid version got 30 mpg overall in our tests, and rides more comfortably than the non-hybrid. The cabin is roomy with a generous rear seat and cargo space. The infotainment system works well, but the pushbutton gear selector is tricky to use without looking.

REDESIGN/FRESHENING:
2013, 2019, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	**'21**	'22
Overall Reliability	↓	⇊	↑	↓	↑	!	⇈	↑	!	↑
Engine, Major	!	⇊	⇊	↓	⇈	!	⇈	⇈	⇈	⇈
Engine Minor	↓	↑	↑	↑	↓	!	↑	⇈	↑	⇈
Engine Cooling	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	!	!	⇈	⇈	↑	↑	⇈	↑	⇈	⇈
Trans. Minor	!	⇈	⇈	⇊	⇈	⇈	⇈	↑	!	↑
Drive System	↑	⇊	↑	⇈	⇈	↑	↑	⇈	⇈	↑
Fuel System	!	⇈	⇈	⇈	⇈	⇊	⇈	⇈	!	↑
Electrical	↓	↑	⇈	⇈	!	⇈	!	↑	↑	⇈
Climate Syst.	⇊	⇊	⇊	⇊	↑	!	⇈	!	↓	⇈
Suspension	↓	⇊	↑	!	↑	⇈	↑	⇈	⇈	⇈
Brakes	!	↓	↑	⇊	⇊	⇊	⇈	⇈	⇈	⇈
Exhaust	!	⇈	⇈	⇈	↑	⇈	↑	⇈	↑	⇈
Paint/Trim	⇊	!	⇈	⇊	!	⇊	↑	!	!	⇈
Noises & Leaks	⇈	⇈	↑	↑	↓	⇈	⇈	⇈	!	↑
Body Hardware	↓	↓	⇈	⇊	⇈	!	⇈	⇈	↑	↑
Power Equip.	!	⇈	⇈	⇊	↓	⇈	⇈	⇈	↓	⇈
In-Car Electr.	⇊	⇊	!	⇊	↑	↑	⇈	↑	!	↑

PRICES

2013	$9,800 - $11,700
2014	$11,100 - $13,400
2015	$12,300 - $15,700
2016	$14,100 - $18,200
2017	$16,200 - $22,400
2018	$19,900 - $27,700
2019	$20,700 - $30,300
2020	$23,700 - $32,700
2021	$25,900 - $39,200
2022	$28,000 - $46,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	NT
2014	Good	Marg.	NT
2015	Good	Marg.	NT
2016	Good	Marg.	NT
2017	Good	Good	NT
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Hyundai Santa Fe Sport

Hyundai's five-passenger midsized SUV is roomy and comfortable, with a good ride and quiet interior. Power comes from a responsive 190-hp, 2.4-liter four-cylinder mated to a smooth and responsive six speed automatic. We got a very good 23 mpg overall with this drivetrain. A 2.0-liter turbocharged four-cylinder is also available. Handling is sound and secure, but not exceptional, and the vague steering doesn't help. The well-finished cabin is packed with a lot of standard features. Rear visibility leaves a lot to be desired. In later years, it received a number of updates, including a more powerful 2.0-liter turbo four-cylinder engine. 2018 was the final year for the Santa Fe Sport.

REDESIGN/FRESHENING:
2013

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	↓	⇊	⇊	↓	○	⇈				
Engine, Major	⇊	⇊	⇊	⇊	⇊	⇈				
Engine Minor	○	⇊	⇊	↓	⇊	↑				
Engine Cooling	○	↓	↓	↑	⇈	⇈				
Trans. Major	○	○	○	⇈	⇈	⇈				
Trans. Minor	⇊	○	↑	↑	○	⇈				
Drive System	⇊	↓	⇊	⇊	↑	⇈				
Fuel System	⇊	↓	○	○	↑	⇈				
Electrical	↓	↓	⇊	⇊	↑	⇈				
Climate Syst.	↓	⇊	↓	↑	↑	↑				
Suspension	⇈	○	↑	○	↑	⇈				
Brakes	○	↓	⇊	↑	⇊	↑				
Exhaust	○	⇊	↑	⇈	⇈	⇈				
Paint/Trim	⇈	↓	⇊	↑	○	⇈				
Noises & Leaks	○	○	⇊	⇈	⇈	⇈				
Body Hardware	○	↓	⇈	↓	○	⇈				
Power Equip.	⇈	⇊	↑	○	○	↓				
In-Car Electr.	⇊	↓	↑	↑	○	○				

PRICES

2013	$10,800 - $11,700
2014	$12,100 - $13,500
2015	$12,900 - $15,500
2016	$14,100 - $16,500
2017	$16,400 - $20,800
2018	$17,500 - $23,800
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	⇈/⇈
2014	Good	Marg.	⇈/⇈
2015	Good	Marg.	⇈/⇈
2016	Good	Marg.	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Hyundai Sonata

The Sonata's 2011 redesign was a major leap forward. The base four-cylinder returned 27 mpg overall, while the turbo four-cylinder got 25 mpg and delivered plenty of performance. Road noise is evident, however, and the swoopy styling made for challenging rear visibility and rear-seat access. The ride was firm, yet comfortable and handling was nimble. A redesign arrived for 2015 with a 2.4-liter four-cylinder and six-speed automatic that got 28 mpg overall. The 2018 model year brought a facelift along with changes to the suspension and steering. The 2020 redesign brought a strong 2.5-liter four-cylinder engine and eight-speed automatic that returned 31 mpg overall, while the hybrid gets an excellent 44 mpg. Handling is responsive, but the ride is rather stiff. The standard 8-inch touch screen is easy to use, but the larger screen on high-end versions eliminates the radio's tuning knob. New for 2021 is the Sonata N-Line, a high performance version.

REDESIGN/FRESHENING:
2011, 2015, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	○	⇊	↓	⇊	⇊	⇊	○	↑	↑	○
Engine, Major	⇊	⇊	⇊	⇊	⇊	⇊	⇊	⇈	⇈	⇈
Engine Minor	↓	⇊	⇊	⇊	⇊	⇊	↓	⇈	⇈	⇈
Engine Cooling	⇈	↓	↑	⇊	○	⇈	↓	↑	⇈	⇈
Trans. Major	○	⇊	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Trans. Minor	○	⇊	⇈	↑	↑	⇈	↑	⇈	⇈	⇈
Drive System	⇈	↓	↓	↑	↑	⇈	⇈	⇈	⇈	⇈
Fuel System	↑	↑	↑	⇈	⇈	↑	⇈	⇈	⇈	○
Electrical	↓	⇊	⇊	⇊	⇊	⇊	↑	⇈	⇈	⇈
Climate Syst.	○	⇊	⇈	⇈	↑	⇈	⇈	⇈	⇈	○
Suspension	⇊	↑	○	○	↑	○	⇊	↓	↑	⇈
Brakes	○	↑	↓	↓	↑	↓	⇈	○	⇈	⇈
Exhaust	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	○
Paint/Trim	↓	⇊	○	⇊	⇊	⇊	⇈	⇈	⇈	⇊
Noises & Leaks	↑	○	⇈	↑	○	⇈	↑	↑	↓	⇈
Body Hardware	↑	○	↑	⇊	⇊	⇊	⇈	⇈	↑	○
Power Equip.	○	○	⇊	↑	○	↓	↓	○	↑	⇈
In-Car Electr.	○	↑	↑	⇊	○	↑	⇈	⇊	↑	○

PRICES

2013	$8,700 - $9,900
2014	$10,100 - $11,400
2015	$11,300 - $13,900
2016	$12,400 - $17,000
2017	$13,700 - $20,100
2018	$16,400 - $23,300
2019	$18,700 - $27,700
2020	$20,900 - $27,300
2021	$22,600 - $30,500
2022	$24,700 - $34,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	↑/⇈
2014	Good	Marg.	↑/⇈
2015	Good	Accpt.	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Hyundai Tucson

The pre-2016 Tucsons had unimpressive fuel economy, a noisy suspension, and lacked agility. A 2016 redesign made the Tucson better. The base 2.0-liter engine is slow and can feel strained, the more-powerful 1.6-liter turbo engine, with the dual-clutch automatic suffers from idle vibrations, should be avoided. Ride comfort, handling agility, and noise suppression are commendable. A 181-hp, 2.4 liter four-cylinder mated to a six-speed automatic arrived in 2018, but returned only 22 mpg overall. The Tucson got a freshening for 2019 which included replacing the 1.6-liter turbo and clunky seven-speed dual-clutch automatic with a 2.4-liter and a regular automatic. 2022 brought a redesign that made the Tucson much better. The standard 2.5-liter four-cylinder has leisurely acceleration, but the hybrid's 1.6-liter turbo engine and electric assist makes it more responsive and quieter, and it got an impressive 35 mpg overall. The ride is firm yet steady, handling is responsive and secure, and the nicely trimmed cabin is relatively quiet.

REDESIGN/FRESHENING:
2010, 2016, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	**'22**
Overall Reliability	⇊	⇈	⇊	⇊	⇊	!	!	↑	!	!
Engine, Major	⇊	⇊	⇊	⇊	⇊	↑	↑	⇈	⇈	⇈
Engine Minor	↓	⇈	!	⇊	⇈	↓	!	↑	⇈	⇈
Engine Cooling	⇊	⇈	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	↓	⇊	↓	↑	↑	↑	↑	⇈
Trans. Minor	!	⇈	⇊	⇊	⇊	↓	↑	↑	⇈	⇈
Drive System	⇊	⇈	⇈	⇊	!	⇈	↑	⇈	⇈	↑
Fuel System	!	⇈	⇈	!	↑	↑	⇈	⇈	↑	↑
Electrical	⇊	↑	⇈	↓	⇈	↑	↑	↑	⇈	↑
Climate Syst.	↓	↑	⇊	!	⇊	↑	⇈	⇈	⇈	↑
Suspension	⇊	⇈	↑	!	!	↑	↑	↑	⇈	⇈
Brakes	!	!	⇊	↑	↑	!	!	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈	⇊	↑	⇈	!	↑	↑	⇈
Paint/Trim	⇈	⇈	⇊	↑	⇈	↓	↑	⇈	!	⇈
Noises & Leaks	↑	!	⇊	⇈	↓	↓	↑	⇈	↑	↑
Body Hardware	⇈	⇈	⇊	⇊	⇊	↑	⇈	⇈	↓	⇈
Power Equip.	!	!	⇈	⇊	⇊	↑	↑	!	!	↑
In-Car Electr.	⇊	⇈	⇈	!	↑	↑	⇈	↑	↑	↓

PRICES

2013	$8,900 - $11,000
2014	$10,000 - $12,800
2015	$11,200 - $14,000
2016	$13,700 - $16,200
2017	$15,800 - $18,500
2018	$16,600 - $20,600
2019	$18,400 - $24,600
2020	$20,400 - $27,500
2021	$22,100 - $30,100
2022	$24,800 - $41,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	↑/⇈
2014	Good	Poor	↑/⇈
2015	Good	Poor	↑/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Hyundai Veloster

The sporty Veloster hatchback has three doors, with the right side rear door improving access to the tight rear seat. The 1.6-liter four-cylinder engine delivers adequate power. A dual-clutch, six-speed automated manual and a six-speed manual transmission are available. Handling is responsive and secure. While the ride is quite stiff, it isn't punishing. Despite the split rear window, visibility to the rear is decent. A much quicker turbo version became available in 2013, with a strong 201-hp four-cylinder and a seven-speed automatic. The 2019 redesign kept the same three-door formula. The base 2.0-liter engine isn't exciting but the 1.6-liter turbo and slick manual shifter returned 29 mpg overall in our tests. Handling is nimble, but the ride is very stiff and the cabin is loud, however. The controls are easy to use, including the touch-screen infotainment system. Only the high-performance N trim, with a 2.0-liter turbo engine and upgraded suspension, steering, and brakes, was available for 2022, the Veloster's final year.

REDESIGN/FRESHENING:
2012, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	*	*	*	*	*		*	*	*	*
Engine, Major	*	*	*	*	*		*	*	*	*
Engine Minor	*	*	*	*	*		*	*	*	*
Engine Cooling	*	*	*	*	*		*	*	*	*
Trans. Major	*	*	*	*	*		*	*	*	*
Trans. Minor	*	*	*	*	*		*	*	*	*
Drive System	*	*	*	*	*		*	*	*	*
Fuel System	*	*	*	*	*		*	*	*	*
Electrical	*	*	*	*	*		*	*	*	*
Climate Syst.	*	*	*	*	*		*	*	*	*
Suspension	*	*	*	*	*		*	*	*	*
Brakes	*	*	*	*	*		*	*	*	*
Exhaust	*	*	*	*	*		*	*	*	*
Paint/Trim	*	*	*	*	*		*	*	*	*
Noises & Leaks	*	*	*	*	*		*	*	*	*
Body Hardware	*	*	*	*	*		*	*	*	*
Power Equip.	*	*	*	*	*		*	*	*	*
In-Car Electr.	*	*	*	*	*		*	*	*	*

PRICES

2013	$7,700 - $8,700
2014	$8,600 - $9,900
2015	$10,400 - $11,500
2016	$11,900 - $13,700
2017	$13,700 - $16,800
2018	-
2019	$17,100 - $23,600
2020	$18,200 - $25,400
2021	$19,500 - $30,400
2022	$31,200 - $32,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	NT
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	-	-	-
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT

Hyundai Venue

The Venue has a boxy, SUV-like shape that makes it feel roomier than one might think. It fits beneath the Kona in the Hyundai lineup, and competes with the Nissan Kicks. All-wheel drive is not offered. As is the case with other subcompacts, the Venue's 121-hp, 1.6-liter four-cylinder engine is not tremendously powerful, the ride is stiff and choppy, and the cabin is noisy. Handling is nimble and the car is extremely easy to park and maneuver. Android Auto and Apple CarPlay compatibility come standard, as does an 8-inch touch screen. Heated front-seats are optional, and buyers can opt for a white roof. The Venue touts a long list of standard advanced safety features. Blind spot warning and rear cross traffic warning are optional. For 2021, the manual transmission was dropped.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2020	ABS, ESC, side and head protection air bags standard. FCW and AEB standard.	Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								*	*	*
Engine, Major								*	*	*
Engine Minor								*	*	*
Engine Cooling								*	*	*
Trans. Major								*	*	*
Trans. Minor								*	*	*
Drive System								*	*	*
Fuel System								*	*	*
Electrical								*	*	*
Climate Syst.								*	*	*
Suspension								*	*	*
Brakes								*	*	*
Exhaust								*	*	*
Paint/Trim								*	*	*
Noises & Leaks								*	*	*
Body Hardware								*	*	*
Power Equip.								*	*	*
In-Car Electr.								*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$17,500 - $20,300
2021	$18,800 - $21,000
2022	$21,000 - $22,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Infiniti Q50

While the Q50 sedan is quick, an underwhelming driving experience limits its sporty credentials. On the luxury front, fit and finish, ride comfort, and noise isolation aren't impressive. Handling is lackluster, mostly due to the dull steering. Ride comfort is unsettled and suffers from the run-flat tires. The punchy powertrain isn't a model of refinement and fuel economy is not impressive. For the class, the cabin is quite roomy and the rear seat is hospitable, but the front seat has a short cushion. Even more frustrating is the agonizingly slow-responding touchscreen interface for the infotainment system. The Q50's trunk is narrow and shallow, which limits the amount of luggage that can be carried. For the 2020 model year the base 2.0-liter turbo engine was been discontinued.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2014	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.	AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability		I	*	*	*	*	↑	*	*	*
Engine, Major		I	*	*	*	*	⇈	*	*	*
Engine Minor		I	*	*	*	*	⇈	*	*	*
Engine Cooling		⇊	*	*	*	*	⇈	*	*	*
Trans. Major		I	*	*	*	*	⇊	*	*	*
Trans. Minor		⇊	*	*	*	*	⇈	*	*	*
Drive System		I	*	*	*	*	⇈	*	*	*
Fuel System		⇈	*	*	*	*	⇈	*	*	*
Electrical		I	*	*	*	*	⇈	*	*	*
Climate Syst.		⇊	*	*	*	*	⇈	*	*	*
Suspension		↓	*	*	*	*	⇈	*	*	*
Brakes		↓	*	*	*	*	⇈	*	*	*
Exhaust		↓	*	*	*	*	⇈	*	*	*
Paint/Trim		I	*	*	*	*	⇈	*	*	*
Noises & Leaks		⇈	*	*	*	*	⇊	*	*	*
Body Hardware		⇈	*	*	*	*	⇈	*	*	*
Power Equip.		↓	*	*	*	*	⇈	*	*	*
In-Car Electr.		↓	*	*	*	*	⇈	*	*	*

PRICES

2013	-
2014	$13,200 - $15,000
2015	$14,400 - $17,200
2016	$15,800 - $22,300
2017	$17,500 - $25,000
2018	$19,800 - $29,400
2019	$22,300 - $33,700
2020	$24,400 - $38,500
2021	$26,000 - $42,000
2022	$32,900 - $45,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	Good	Accpt.	↑/⇈
2015	Good	Accpt.	↑/⇈
2016	Good	NT	NT/⇈
2017	Good	NT	NT
2018	Good	NT	NT
2019	Good	NT	NT
2020	Good	NT	NT
2021	Good	NT	NT
2022	Good	NT	NT

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Infiniti Q70

The Infiniti Q70 (formerly the M) is a very capable rear and all-wheel-drive sedan with a comfortable interior and a choice of V6 or V8 power, positioned to take on the BMW 5 Series and Mercedes-Benz E-Class at a lower price. Ride and handling were good, and it was capable whether cruising on the highway or hustling along twisty country roads. The interior is plush and well constructed. Quick, quiet, and roomy, the 2011 redesign also performed well. A not-so-impressive hybrid version was also introduced. It's a roomy, fairly agile, and powerful car, although it is short on the ultimate refinement. The big sedan received a styling face lift for 2015, which also marked the introduction of the roomier, long-wheelbase Q70L. Infiniti discontinued the Q70 after the 2019 model year.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability		*	*	*	*	*	*			
Engine, Major		*	*	*	*	*	*			
Engine Minor		*	*	*	*	*	*			
Engine Cooling		*	*	*	*	*	*			
Trans. Major		*	*	*	*	*	*			
Trans. Minor		*	*	*	*	*	*			
Drive System		*	*	*	*	*	*			
Fuel System		*	*	*	*	*	*			
Electrical		*	*	*	*	*	*			
Climate Syst.		*	*	*	*	*	*			
Suspension		*	*	*	*	*	*			
Brakes		*	*	*	*	*	*			
Exhaust		*	*	*	*	*	*			
Paint/Trim		*	*	*	*	*	*			
Noises & Leaks		*	*	*	*	*	*			
Body Hardware		*	*	*	*	*	*			
Power Equip.		*	*	*	*	*	*			
In-Car Electr.		*	*	*	*	*	*			

PRICES

2013	-
2014	$13,900 - $17,600
2015	$16,700 - $21,200
2016	$18,700 - $23,900
2017	$21,600 - $28,700
2018	$24,200 - $31,900
2019	$27,400 - $34,600
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	Good	Good	⌃/⇈
2015	Good	Good	⌃/⇈
2016	Good	Good	⌃/⇈
2017	Good	Good	⌃/NT
2018	Good	Good	⌃/NT
2019	Good	Good	⌃/NT
2020	-	-	-
2021	-	-	-
2022	-	-	-

Infiniti QX50

The QX50 (formerly the EX) is essentially a raised wagon version of the Infiniti G sedan, with which it shares a very nice powertrain. Like the G, it handled with agility, but it's quieter and has a slightly more comfortable ride. The rear seat is very snug, the cargo area is small, and rear visibility is limited. In 2019 the SUV was redesigned. Its 2.0-liter turbo engine and continuously variable transmission are supposed to deliver V6 power and four-cylinder fuel economy. But while acceleration is competitive, we got just 22 mpg overall in our all-wheel-drive test car. Interior fit and finish is impressive and the cabin is quiet and roomy. Handling is lackluster and the ride is mostly calm, but some impacts are stiffer than expected. The convoluted controls are very confusing and distracting. Updates for 2021 included standard heated front seats for most trim lines.

REDESIGN/FRESHENING:
2014, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB standard from 2019; BSW and RCTW from 2020.

DRIVE WHEELS:
AWD; Front; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability		*	*	*	⇈	*	!	*	*	*
Engine, Major		*	*	*	!	*	⇈	*	*	*
Engine Minor		*	*	*	⇊	*	⌄	*	*	*
Engine Cooling		*	*	*	⇈	*	⇈	*	*	*
Trans. Major		*	*	*	⇈	*	⇈	*	*	*
Trans. Minor		*	*	*	⇈	*	⌃	*	*	*
Drive System		*	*	*	⇈	*	⇈	*	*	*
Fuel System		*	*	*	⇈	*	⇈	*	*	*
Electrical		*	*	*	⇈	*	⇊	*	*	*
Climate Syst.		*	*	*	⇈	*	⇈	*	*	*
Suspension		*	*	*	⇈	*	⌃	*	*	*
Brakes		*	*	*	⌃	*	⇊	*	*	*
Exhaust		*	*	*	⇈	*	⇈	*	*	*
Paint/Trim		*	*	*	⇊	*	⇈	*	*	*
Noises & Leaks		*	*	*	⌄	*	⌄	*	*	*
Body Hardware		*	*	*	⇈	*	⌄	*	*	*
Power Equip.		*	*	*	⇈	*	⌄	*	*	*
In-Car Electr.		*	*	*	!	*	⇊	*	*	*

PRICES

2013	-
2014	$12,400 - $14,200
2015	$14,000 - $15,600
2016	$16,600 - $17,300
2017	$19,600 - $20,400
2018	-
2019	$24,700 - $29,100
2020	$28,900 - $38,000
2021	$31,500 - $44,200
2022	$34,000 - $50,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT
2018	NT	NT	NT
2019	Good	NT	⇈/⇈
2020	Good	NT	⇈/⇈
2021	Good	NT	⌃/⇈
2022	Good	NT	⌃/⇈

Infiniti QX60

With room for seven in its three rows, the QX60 offers a quiet, luxurious, and well-finished interior. It has a comfortable ride but handling lacks agility. Power comes from a 265-hp, 3.5-liter V6 paired with a CVT. This powertrain delivers adequate acceleration and returned 19 mpg overall, but towing capacity is a low 3,500 pounds. The second-row seat cushion is very low, compromising thigh support and forcing passengers to sit with their knees high in the air. The QX was freshened for the 2017 model year, with the V6 gaining 30 more hp and towing capacity raised to 5,000 pounds. A redesign for 2022 transformed the QX60 into a slick, refined vehicle with a modern look inside and out. The 295-hp V6 and nine-speed automatic supply plenty of power, and deliver a decent 21 mpg overall. The ride is comfortable, and handling is sound but it still isn't particularly agile. The standard 12.3-inch touchscreen infotainment system is fairly easy to navigate.

REDESIGN/FRESHENING:
2014, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability		*	*	*	🔽	*	🟡	*		*
Engine, Major		*	*	*	⏫	*	⏫	*		*
Engine Minor		*	*	*	🔽	*	⏬	*		*
Engine Cooling		*	*	*	⏬	*	⏫	*		*
Trans. Major		*	*	*	🔽	*	⏫	*		*
Trans. Minor		*	*	*	⏫	*	⏫	*		*
Drive System		*	*	*	⏬	*	⏫	*		*
Fuel System		*	*	*	⏫	*	🟡	*		*
Electrical		*	*	*	🔽	*	⏫	*		*
Climate Syst.		*	*	*	⏫	*	⏫	*		*
Suspension		*	*	*	⏬	*	⏫	*		*
Brakes		*	*	*	⏬	*	🟡	*		*
Exhaust		*	*	*	⏫	*	🟡	*		*
Paint/Trim		*	*	*	⏫	*	⏬	*		*
Noises & Leaks		*	*	*	⏬	*	🟡	*		*
Body Hardware		*	*	*	⏫	*	⏬	*		*
Power Equip.		*	*	*	⏫	*	⏫	*		*
In-Car Electr.		*	*	*	🔼	*	🟡	*		*

PRICES

2013	-
2014	$12,200 - $14,100
2015	$15,200 - $15,800
2016	$17,500 - $18,600
2017	$20,400 - $20,800
2018	$23,400 - $23,900
2019	$24,600 - $27,300
2020	$27,300 - $32,300
2021	-
2022	$44,000 - $57,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	Good	NT	🔼/⏫
2015	Good	Good	🔼/⏫
2016	Good	Good	🔼/⏫
2017	Good	Good	🔼/⏫
2018	Good	Good	🔼/⏫
2019	Good	Good	🔼/⏫
2020	Good	Good	🔼/⏫
2021	-	-	-
2022	Good	Good	🔼/⏫

Infiniti QX70

The FX is a midsized SUV that drives more like a sports sedan. FX35 (later FX37) has a strong, smooth V6, coupled with an excellent five speed automatic, provides instant throttle response and impressive performance. The FX45 (later FX50) features a gutsy V8. The trade-off is a stiff ride that transmits every bump. The cabin feels snug, partly because of the high door sills and low roof. Rear visibility is poor, and the wide turning circle makes parking cumbersome. A 2009 redesign brought more powerful engines, a seven-speed automatic, and more high-tech safety gadgets. Responsive handling and an eager powertrain remained high points, but the snug cabin and impeded outward visibility carried over as well. Infiniti changed the FX name to QX70 from 2014 onward, and 2017 was the final year for the FX line.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability		*	*	*	*					
Engine, Major		*	*	*	*					
Engine Minor		*	*	*	*					
Engine Cooling		*	*	*	*					
Trans. Major		*	*	*	*					
Trans. Minor		*	*	*	*					
Drive System		*	*	*	*					
Fuel System		*	*	*	*					
Electrical		*	*	*	*					
Climate Syst.		*	*	*	*					
Suspension		*	*	*	*					
Brakes		*	*	*	*					
Exhaust		*	*	*	*					
Paint/Trim		*	*	*	*					
Noises & Leaks		*	*	*	*					
Body Hardware		*	*	*	*					
Power Equip.		*	*	*	*					
In-Car Electr.		*	*	*	*					

PRICES

2013	-
2014	$14,500 - $18,000
2015	$16,500 - $17,300
2016	$18,500 - $19,600
2017	$21,900 - $22,900
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Infiniti QX80

Infiniti's version of the big Nissan Armada SUV moved to a new platform with its 2011 redesign. We liked the supple ride but found the SUV to be ungainly, with cumbersome handling in everyday driving, though it was secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. The Nissan Armada is essentially the same vehicle but costs less. Updates for 2020 include a rear-seat reminder system so parents don't leave children behind when exiting the vehicle and a more modern infotainment system, along with other updated controls.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019; BSW and RCTW from 2021.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability		*	*	*	*	*	*	*	*	*
Engine, Major		*	*	*	*	*	*	*	*	*
Engine Minor		*	*	*	*	*	*	*	*	*
Engine Cooling		*	*	*	*	*	*	*	*	*
Trans. Major		*	*	*	*	*	*	*	*	*
Trans. Minor		*	*	*	*	*	*	*	*	*
Drive System		*	*	*	*	*	*	*	*	*
Fuel System		*	*	*	*	*	*	*	*	*
Electrical		*	*	*	*	*	*	*	*	*
Climate Syst.		*	*	*	*	*	*	*	*	*
Suspension		*	*	*	*	*	*	*	*	*
Brakes		*	*	*	*	*	*	*	*	*
Exhaust		*	*	*	*	*	*	*	*	*
Paint/Trim		*	*	*	*	*	*	*	*	*
Noises & Leaks		*	*	*	*	*	*	*	*	*
Body Hardware		*	*	*	*	*	*	*	*	*
Power Equip.		*	*	*	*	*	*	*	*	*
In-Car Electr.		*	*	*	*	*	*	*	*	*

PRICES

2013	-
2014	$17,200 - $18,000
2015	$20,900 - $22,500
2016	$23,100 - $26,700
2017	$28,400 - $33,900
2018	$32,700 - $34,800
2019	$35,200 - $48,600
2020	$36,500 - $54,300
2021	$46,600 - $63,900
2022	$64,800 - $79,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT/⇈
2019	NT	NT	❙/⇈
2020	NT	NT	❙/⇈
2021	NT	NT	❙/⇈
2022	NT	NT	NT

Jaguar E-Pace

The small E-Pace is stylish and nimble. All versions are powered by a 2.0-liter turbo four-cylinder engine, mated to a nine-speed automatic transmission and all-wheel drive. Power delivery is uneven, that is, either lethargic or overly gushing. Fuel economy of 21 mpg overall is not stellar. Handling is agile with sharp steering, making the little Jag fun to drive. The ride, however, is stiff and nervous. Controls, including the touch-screen infotainment system are a bit cumbersome but manageable. Rear and side visibility are dismal. Interior ambience is too ordinary and not befitting a car in this class. All 2020 models get standard Android Auto and Apple CarPlay compatibility, and later models received Jaguar's latest Pivi Pro infotainment system.

REDESIGN/FRESHENING:
2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability						*	*	*	*	*
Engine, Major						*	*	*	*	*
Engine Minor						*	*	*	*	*
Engine Cooling						*	*	*	*	*
Trans. Major						*	*	*	*	*
Trans. Minor						*	*	*	*	*
Drive System						*	*	*	*	*
Fuel System						*	*	*	*	*
Electrical						*	*	*	*	*
Climate Syst.						*	*	*	*	*
Suspension						*	*	*	*	*
Brakes						*	*	*	*	*
Exhaust						*	*	*	*	*
Paint/Trim						*	*	*	*	*
Noises & Leaks						*	*	*	*	*
Body Hardware						*	*	*	*	*
Power Equip.						*	*	*	*	*
In-Car Electr.						*	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	$24,700 - $31,300
2019	$27,200 - $34,200
2020	$32,500 - $43,000
2021	$36,400 - $44,600
2022	$42,200 - $53,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Jaguar F-Pace

Jaguar's compact SUV shares its rear-wheel-drive platform with the XE and XF. The F-Pace is quick, thanks to its 380-hp supercharged 3.0-liter V6, but the omnipresent engine drone quickly becomes tiring. A 2.0-liter turbo was added in 2018. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs, contributing to the lively driving experience. However, the ride is stiff and choppy. The seats are comfortable, but interior quality doesn't match that of most competitors. The infotainment system is behind the times, utilizing a slow and fussy touch screen. The A/C system isn't always up to the task. Updates for 2019 included lots of standard safety gear. For 2021, the 3.0-liter supercharged V6 was replaced by a 3.0-liter turbocharged six-cylinder.

REDESIGN/FRESHENING:
2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability					*	*	*	*	*	*
Engine, Major					*	*	*	*	*	*
Engine Minor					*	*	*	*	*	*
Engine Cooling					*	*	*	*	*	*
Trans. Major					*	*	*	*	*	*
Trans. Minor					*	*	*	*	*	*
Drive System					*	*	*	*	*	*
Fuel System					*	*	*	*	*	*
Electrical					*	*	*	*	*	*
Climate Syst.					*	*	*	*	*	*
Suspension					*	*	*	*	*	*
Brakes					*	*	*	*	*	*
Exhaust					*	*	*	*	*	*
Paint/Trim					*	*	*	*	*	*
Noises & Leaks					*	*	*	*	*	*
Body Hardware					*	*	*	*	*	*
Power Equip.					*	*	*	*	*	*
In-Car Electr.					*	*	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$23,000 - $34,800
2018	$28,200 - $37,300
2019	$30,200 - $66,100
2020	$33,500 - $70,600
2021	$45,000 - $64,100
2022	$50,900 - $89,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Jaguar F-Type

Jaguar's F-Type resurrected the brand's sports-car heritage. Three supercharged engines are offered: two V6s ranging from 340 to 380 horsepower and a 495-hp V8. The eight-speed automatic works well but the shifter is fussy. For the convertible, Jaguar chose a soft-top design in the interest of folding speed, lighter weight, and trunk space. The F-Type is agile in the corners and steers with precision, making it a delight to drive. The ride is very firm, but not overly punishing given the breed. But don't expect tranquility in the mold of the old XK, which was a more luxury-oriented car. The coupe bodystyle can be had in an R version, which features a 550-hp V8. A turbocharged four-cylinder engine was added in 2018.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability		*	*	*	*	*	*	*	*	*
Engine, Major		*	*	*	*	*	*	*	*	*
Engine Minor		*	*	*	*	*	*	*	*	*
Engine Cooling		*	*	*	*	*	*	*	*	*
Trans. Major		*	*	*	*	*	*	*	*	*
Trans. Minor		*	*	*	*	*	*	*	*	*
Drive System		*	*	*	*	*	*	*	*	*
Fuel System		*	*	*	*	*	*	*	*	*
Electrical		*	*	*	*	*	*	*	*	*
Climate Syst.		*	*	*	*	*	*	*	*	*
Suspension		*	*	*	*	*	*	*	*	*
Brakes		*	*	*	*	*	*	*	*	*
Exhaust		*	*	*	*	*	*	*	*	*
Paint/Trim		*	*	*	*	*	*	*	*	*
Noises & Leaks		*	*	*	*	*	*	*	*	*
Body Hardware		*	*	*	*	*	*	*	*	*
Power Equip.		*	*	*	*	*	*	*	*	*
In-Car Electr.		*	*	*	*	*	*	*	*	*

PRICES

2013	-
2014	$24,700 - $30,000
2015	$26,700 - $35,500
2016	$29,200 - $43,700
2017	$28,000 - $63,900
2018	$36,700 - $74,400
2019	$41,100 - $81,400
2020	$45,800 - $90,800
2021	$55,200 - $89,400
2022	$63,400 - $99,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

WORSE BETTER

CR RECOMMENDED

Jaguar I-Pace

The Jaguar I-Pace all-electric crossover seats five, has an official range of 234 miles, and is a quick and quiet car that handles nimbly and doesn't consume a drop of gas. The ride is firm, yet comfortable. The interior is luxurious with an attractive combination of charm and high-tech, including dual screens for the infotainment system and a pushbutton gear selector. The I-Pace is the first real challenger to Tesla and can be an alternative to either the Model S sedan or X SUV. But we found it takes quite a while to charge, about 13 hours to charge the 90 kWh battery from nearly empty through a 240-Volt connection. Jaguar says that on a DC fast charger, the I-Pace can be charged to 80 percent in 40 minutes, but that's behind the EV pace because it only has a slow 100 kW acceptance rate.

REDESIGN/FRESHENING:
2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability							*	*	*	*
Engine, Major							*	*	*	*
Engine Minor							*	*	*	*
Engine Cooling							*	*	*	*
Trans. Major							*	*	*	*
Trans. Minor							*	*	*	*
Drive System							*	*	*	*
Fuel System							*	*	*	*
Electrical							*	*	*	*
Climate Syst.							*	*	*	*
Suspension							*	*	*	*
Brakes							*	*	*	*
Exhaust							*	*	*	*
Paint/Trim							*	*	*	*
Noises & Leaks							*	*	*	*
Body Hardware							*	*	*	*
Power Equip.							*	*	*	*
In-Car Electr.							*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	$42,000 - $45,400
2020	$50,400 - $55,300
2021	-
2022	$71,800 - $71,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Jaguar XE

The XE is an athletic compact luxury sports sedan. Base models get a 2.0-liter four-cylinder turbo. A more potent 340-hp, 3.0-liter supercharged V6 is the up level offering, and a diesel engine is also available. All engine are coupled to a smooth eight-speed automatic. Rear and all-wheel-drive versions are available. We found that the XE is agile and fun to drive, with a comfortable ride. But the interior ambience is not as opulent as one might expect from a Jaguar. The rear seat is extremely tight and the infotainment system is not up to snuff. The refreshed 2020 model brought standard active safety features, and a new gear selector and infotainment system. 2020 was also the final year for the XE.

REDESIGN/FRESHENING:
2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability					*	*	*	*		
Engine, Major					*	*	*	*		
Engine Minor					*	*	*	*		
Engine Cooling					*	*	*	*		
Trans. Major					*	*	*	*		
Trans. Minor					*	*	*	*		
Drive System					*	*	*	*		
Fuel System					*	*	*	*		
Electrical					*	*	*	*		
Climate Syst.					*	*	*	*		
Suspension					*	*	*	*		
Brakes					*	*	*	*		
Exhaust					*	*	*	*		
Paint/Trim					*	*	*	*		
Noises & Leaks					*	*	*	*		
Body Hardware					*	*	*	*		
Power Equip.					*	*	*	*		
In-Car Electr.					*	*	*	*		

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$16,900 - $25,000
2018	$19,100 - $32,000
2019	$21,200 - $36,400
2020	$26,000 - $30,000
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	-	-	-
2022	-	-	-

Jaguar XF

Jaguar's mid-level XF arrived for 2009 to replace the S-Type. It brought first-rate handling and a comfortable, compliant ride. The cabin is relatively snug, but beautifully finished, with a near-bespoke quality. However, the low-slung styling takes a toll on cabin access, visibility, and headroom, and the controls are needlessly complicated, particularly the fussy, slow-reacting touch screen. The 2016 redesign brought exceptionally comfortable ride that's supple and controlled. Handling, steering and braking are also first class, making the XF a delight to drive. Unfortunately, the interior is more run-of-the-mill than luxurious, and we found the air conditioning to be weak. Updates for 2018 included a new 2.0-liter turbocharged four-cylinder engine, and an all-wheel-drive wagon version called Sportbrake. Front and rear parking aids, and an enhanced touchscreen infotainment system arrived for 2020. The wagon and V6 engine were discontinued for 2021.

REDESIGN/FRESHENING:
2013, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$8,300 - $23,300
2014	$10,000 - $25,200
2015	$12,400 - $29,600
2016	$14,600 - $21,700
2017	$16,300 - $25,000
2018	$19,300 - $33,800
2019	$24,300 - $37,800
2020	$28,400 - $40,400
2021	$31,500 - $36,700
2022	$34,800 - $39,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Jaguar XJ

For a large luxury car the XJ has always had a rather tight cabin, albeit one replete with plush leather and wood trim. The front seats are nicely shaped, but cramped. Long-wheelbase models comfortably hold three in the rear seat. Handling was fairly nimble, and the ride comfortable. The 2011 redesign transformed the car, giving it graceful and nimble handling, and a comfortable, supple ride. It is truly a fun to-drive sports sedan, and offered a range of powerful V8s. We liked the power and the plush appointments inside the quiet interior, but we were unimpressed with the complex, slow-acting touch-screen control interface. Head room is a little skimpy and the trunk is small for such a large sedan. A new XJR performance version, along with many safety features, were added to the 2018 model. The big cat made its final appearance for 2019.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*			
Engine, Major	*	*	*	*	*	*	*			
Engine Minor	*	*	*	*	*	*	*			
Engine Cooling	*	*	*	*	*	*	*			
Trans. Major	*	*	*	*	*	*	*			
Trans. Minor	*	*	*	*	*	*	*			
Drive System	*	*	*	*	*	*	*			
Fuel System	*	*	*	*	*	*	*			
Electrical	*	*	*	*	*	*	*			
Climate Syst.	*	*	*	*	*	*	*			
Suspension	*	*	*	*	*	*	*			
Brakes	*	*	*	*	*	*	*			
Exhaust	*	*	*	*	*	*	*			
Paint/Trim	*	*	*	*	*	*	*			
Noises & Leaks	*	*	*	*	*	*	*			
Body Hardware	*	*	*	*	*	*	*			
Power Equip.	*	*	*	*	*	*	*			
In-Car Electr.	*	*	*	*	*	*	*			

PRICES

2013	$11,400 - $33,500
2014	$13,300 - $25,100
2015	$18,200 - $32,100
2016	$20,700 - $41,600
2017	$26,400 - $49,600
2018	$33,400 - $66,400
2019	$41,800 - $76,400
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	-	-	-
2021	-	-	-
2022	-	-	-

Jeep Cherokee

The Cherokee is too underdeveloped and unrefined. If you have your heart set on one, get the 3.2-liter V6 in Limited trim. The 2.4-liter four-cylinder is slow and gets lousy fuel economy for the class at just 22 mpg overall. The Cherokee was refreshed for 2019 with suspension tweaks and a new turbo version that suffers from a significant delay, particularly from a rolling start, which is frustrating. The nine-speed automatic is not all that responsive or refined. Handling is competent, but short on agility and the ride is jittery. Still, it's a quiet SUV, with a roomy, comfortable back seat and an easy-to-use infotainment system. Limited trims can be found with many high-end features. The Trailhawk is capable off-road, and the V6 can tow an impressive 4,500 pounds.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2021.

DRIVE WHEELS:
4WD; AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability		⇊	↓	⇊	○	↓	○	○	○	*
Engine, Major		⇊	○	⇊	○	↓	⇈	○	⇈	*
Engine Minor		⇊	○	⇊	⇊	⇈	○	○	⇈	*
Engine Cooling		⇊	↑	↑	⇈	⇈	⇈	⇈	⇈	*
Trans. Major		⇊	⇊	⇊	⇈	⇈	⇈	⇈	⇈	*
Trans. Minor		⇊	⇊	⇊	○	↓	⇊	⇈	↑	*
Drive System		⇊	⇊	⇊	⇊	⇊	○	↑	⇈	*
Fuel System		⇊	⇈	⇊	⇈	⇈	⇈	○	⇈	*
Electrical		⇊	↓	⇊	⇊	⇈	○	↓	○	*
Climate Syst.		○	⇈	↑	⇈	○	○	⇈	○	*
Suspension		○	○	↑	○	⇊	⇈	⇊	↑	*
Brakes		⇊	↑	↓	⇊	○	↑	⇈	⇈	*
Exhaust		↓	○	↑	○	⇈	⇈	○	⇈	*
Paint/Trim		↑	↑	↓	⇈	↓	⇈	↑	⇈	*
Noises & Leaks		○	⇈	↑	○	○	↑	⇈	⇈	*
Body Hardware		↑	○	○	⇈	↓	↑	↑	○	*
Power Equip.		↓	↑	↑	⇈	↓	⇈	⇈	⇈	*
In-Car Electr.		○	↓	⇊	↑	⇊	⇊	⇈	↓	*

PRICES

2013	-
2014	$10,600 - $13,800
2015	$11,600 - $15,400
2016	$13,300 - $18,300
2017	$15,800 - $21,300
2018	$16,600 - $23,400
2019	$18,000 - $27,400
2020	$20,900 - $31,800
2021	$22,500 - $30,800
2022	$29,800 - $34,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Jeep Compass

We would skip the Compass entirely. Originally, it was a small, cramped SUV. The larger of its two engine choices, a 2.4-liter, four-cylinder, is sluggish and noisy. A 2.0-liter engine was also available. Front-wheel drive is standard and all-wheel drive is optional. The ride is acceptable, but handling lacks agility. Interior quality suffers from cheap plastics and sharp, unfinished edges and wide rear roof pillars impede the view aft. The redesigned 2017 Compass is significantly better, but still trails its peers. Power comes from an unrefined 2.4-liter four-cylinder engine. Most versions have the nine-speed automatic, which is neither smooth nor responsive. Handling isn't agile, although the Jeep is secure when pushed. The ride is rather stiff and jittery. The rear seat is too low and flat.

REDESIGN/FRESHENING:
2007, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
4WD; AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$6,100 - $8,500
2014	$7,700 - $10,700
2015	$9,200 - $13,000
2016	$10,900 - $12,100
2017	$12,700 - $19,000
2018	$16,300 - $20,400
2019	$18,000 - $21,800
2020	$19,500 - $23,300
2021	$21,800 - $26,100
2022	$23,700 - $30,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	○/↑
2014	NT	NT	○/⇈
2015	NT	NT	○/NT
2016	NT	NT	○/NT
2017	Good	Good	NT
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Jeep Gladiator

The Gladiator is essentially a Wrangler pickup truck, using a longer wheelbase and adding a 5-foot bed. The standard engine is a 3.6-liter V6 mated to either a smooth eight-speed automatic or a six-speed manual. With the automatic, the Gladiator packs some oomph and returns 18 mpg overall. Unlike other compact pickup trucks, it uses coil springs in the rear suspension, which makes the ride relatively civilized. Handling, however, is rather clumsy. Like the Wrangler, the truck comes with a soft top or an optional removable hardtop. Either way, wind noise on the highway is loud. The off-road-focused Rubicon has suspension and tires that are optimized for rock climbing. The damped tailgate is a nice touch. Several advanced safety features are available. For 2021, the Gladiator got an optional 260-hp, 3.0-liter V6 diesel engine that promised better fuel economy. Finally, full-time four-wheel drive is now available on all trim lines.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2020	ABS, ESC, and side air bags standard.	4WD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability								⏬	🔽	*
Engine, Major								●	⏫	*
Engine Minor								●	⏫	*
Engine Cooling								●	⏫	*
Trans. Major								⏫	●	*
Trans. Minor								●	●	*
Drive System								⏬	⏬	*
Fuel System								⏫	●	*
Electrical								⏬	⏫	*
Climate Syst.								⏫	⏫	*
Suspension								⏬	⏬	*
Brakes								⏫	⏫	*
Exhaust								⏫	⏫	*
Paint/Trim								⏫	⏫	*
Noises & Leaks								●	⏬	*
Body Hardware								⏫	⏫	*
Power Equip.								⏫	⏫	*
In-Car Electr.								⏫	⏫	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$36,900 - $48,800
2021	$40,400 - $50,000
2022	$44,000 - $55,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	NT	NT	🔼/NT
2021	NT	NT	🔼/NT
2022	NT	NT	🔼/NT

Jeep Grand Cherokee

The Grand Cherokee's 2011 redesign brought a fully independent suspension that improved ride and handling, modern cabin electronics, and attractive fit and finish. The 3.6-liter V6 returned 18 mpg overall. The 5.7-liter V8 is strong, but returned just 14 mpg overall. The Uconnect infotainment system is one of the best in the industry. The 2014 freshening included better controls, improved fit and finish, and a new eight-speed automatic. If towing is an issue, get the 3.0-liter V6 turbodiesel, with its added fuel efficiency and torque. A minor 2016 freshening included a much more intuitive gear selector. The diesel was dropped for 2020. The 2022 redesign came in two- and three-row (GC-L) versions. Most use the 3.6-liter V6, which is loud and not very fuel efficient. But the transmission remains smooth and responsive. Handling is sound and secure, and the ride is absorbent. Body roll is well contained but the three-row L has very light steering. The interior has a premium feel, but the controls are cluttered.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011, 2014, 2022	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2022.	4WD; Rear

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	'19	'20	'21	**'22**
Overall Reliability	⏬	⏬	⏬	⏬	●	⏬	🔽	●	●	🔽
Engine, Major	🔽	🔽	⏬	⏬	●	⏬	⏫	⏫	⏫	⏫
Engine Minor	●	🔽	⏬	⏬	🔼	●	⏫	●	🔼	⏫
Engine Cooling	⏬	⏬	⏬	⏬	●	🔼	⏫	⏫	⏫	⏫
Trans. Major	⏬	🔽	🔼	●	🔼	🔼	🔽	●	●	⏫
Trans. Minor	⏬	⏬	🔽	⏬	⏫	●	🔼	🔼	🔼	●
Drive System	⏬	●	⏫	⏬	⏫	⏬	●	⏫	🔼	🔼
Fuel System	⏬	⏬	🔽	⏬	⏬	🔼	⏫	⏫	⏫	⏫
Electrical	⏫	🔼	⏬	⏬	●	⏬	⏫	🔽	🔼	⏫
Climate Syst.	●	🔽	⏬	⏬	●	⏫	🔽	⏫	⏫	⏫
Suspension	⏬	●	🔽	⏬	●	⏬	●	🔼	⏫	⏬
Brakes	🔽	🔼	🔼	🔼	🔼	🔼	●	🔼	🔼	⏫
Exhaust	⏬	⏬	●	⏫	🔼	●	⏫	⏫	⏫	⏫
Paint/Trim	⏫	⏬	🔽	⏬	🔽	🔼	⏫	⏫	🔼	●
Noises & Leaks	🔼	●	●	●	●	⏫	⏫	🔽	●	⏫
Body Hardware	⏫	●	⏬	🔽	⏫	⏫	🔼	⏫	⏫	●
Power Equip.	⏬	⏬	●	⏬	⏬	●	●	⏫	⏫	⏬
In-Car Electr.	🔽	⏬	●	●	●	⏬	⏬	●	⏫	⏬

PRICES

2013	$11,700 - $23,100
2014	$13,900 - $27,300
2015	$15,700 - $31,000
2016	$17,600 - $35,000
2017	$20,600 - $40,700
2018	$23,300 - $64,400
2019	$26,200 - $69,700
2020	$29,100 - $74,100
2021	$31,600 - $85,000
2022	$35,200 - $60,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	🔼/⏫
2014	Good	Marg.	⏫/⏫
2015	Good	Marg.	⏫/⏫
2016	Good	Marg.	⏫/⏫
2017	Good	Marg.	⏫/⏫
2018	Good	Marg.	🔼/⏫
2019	Good	Marg.	🔼/⏫
2020	Good	Marg.	🔼/⏫
2021	Good	Marg.	🔼/⏫
2022	NT	NT	NT

Jeep Renegade

Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was 24 mpg overall. A 1.3-liter turbo four-cylinder is also available. Handling is uninspiring, and the ride is unremarkable. Vibrations while the engine is idling and an overly touchy brake pedal also mar the driving experience. Depending on options, the Renegade offers traditional Jeep features such as some off-road ability in the Trailhawk version and open-air driving via its optional removable sunroofs. Chrysler's easy-to-use Uconnect infotainment system is one of the best in the business. For 2019, an all-new 1.3-liter, 177-hp, four-cylinder turbocharged engine paired with a nine-speed automatic transmission is now standard on the Limited and Trailhawk models. This powertrain is optional on Sport and Latitude models, and replaces the 1.4-liter turbo. 2019 also brought optional adaptive cruise control.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2015	ABS, ESC, side and head protection air bags standard..	AWD; Front

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	'21	'22
Overall Reliability			*	*	*	*	*	*	*	*
Engine, Major			*	*	*	*	*	*	*	*
Engine Minor			*	*	*	*	*	*	*	*
Engine Cooling			*	*	*	*	*	*	*	*
Trans. Major			*	*	*	*	*	*	*	*
Trans. Minor			*	*	*	*	*	*	*	*
Drive System			*	*	*	*	*	*	*	*
Fuel System			*	*	*	*	*	*	*	*
Electrical			*	*	*	*	*	*	*	*
Climate Syst.			*	*	*	*	*	*	*	*
Suspension			*	*	*	*	*	*	*	*
Brakes			*	*	*	*	*	*	*	*
Exhaust			*	*	*	*	*	*	*	*
Paint/Trim			*	*	*	*	*	*	*	*
Noises & Leaks			*	*	*	*	*	*	*	*
Body Hardware			*	*	*	*	*	*	*	*
Power Equip.			*	*	*	*	*	*	*	*
In-Car Electr.			*	*	*	*	*	*	*	*

PRICES

2013	-
2014	-
2015	$11,200 - $15,000
2016	$12,500 - $16,500
2017	$14,300 - $17,900
2018	$16,300 - $20,100
2019	$17,800 - $22,200
2020	$20,000 - $24,300
2021	$22,000 - $26,400
2022	$23,600 - $28,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	Good	Accpt.	NT
2016	Good	Accpt.	↑/⇈
2017	Good	Accpt.	↑/⇈
2018	Good	Accpt.	↑/⇈
2019	Good	NT	↑/NT
2020	Good	Good	↑/↑
2021	Good	Good	↑/↑
2022	Good	Good	↑/↑

Jeep Wrangler

The Wrangler is an off-road champ, but on road it's noisy and delivers a choppy ride. A 3.6-liter V6 and a five-speed automatic arrived for 2012, and returned 17 mpg overall. Off-road capability is impressive, particularly in Rubicon trim. But cabin access is a challenge and the interior is crude. The redesigned 2018 model was a big improvement. The V6 gas engine provided strong acceleration and the eight-speed automatic transmission shifted smoothly. Handling still lacked precision, and the ride was stiff and jiggly. The 2.0-liter turbo 4 has decent oomph. 2021 saw the debut of the new Wrangler 4xe plug-in hybrid version. Powered by a turbocharged 2.0-liter four-cylinder engine, augmented by an electric drive, the company claims the 4xe delivers 21 miles of all-electric driving. A powerful 470-hp, V8 Rubicon 392 is also new. We suggest tying to find a Wrangler with the power retractable soft top.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2007, 2018	ABS and ESC standard. Side airbags standard from 2018.	4WD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	⇊	⇊	⇊	○	○	⇊	⇊	⇊	○	⇊
Engine, Major	⇊	⇊	⇊	⇈	⇈	⇊	○	⇊	⇈	↓
Engine Minor	⇊	⇊	⇊	⇊	○	⇊	⇊	⇊	↓	⇊
Engine Cooling	⇊	⇊	⇊	⇈	⇈	⇊	○	○	⇈	↓
Trans. Major	↓	○	↑	↑	↓	⇈	○	↑	⇈	⇈
Trans. Minor	⇊	⇊	↓	↑	⇈	⇈	↑	↑	↑	⇈
Drive System	↓	↑	⇈	↓	⇈	⇊	⇊	⇈	↑	⇈
Fuel System	○	⇈	○	⇈	⇈	○	↑	⇊	↑	⇈
Electrical	⇊	⇈	⇊	↓	↓	⇊	⇊	⇊	↑	↓
Climate Syst.	⇊	↑	↓	○	↓	↓	○	⇊	⇈	⇈
Suspension	↑	○	⇊	⇊	⇊	⇊	⇊	○	↑	⇈
Brakes	⇊	⇊	⇊	↓	⇊	↑	○	⇈	⇈	⇈
Exhaust	⇈	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↑	↓	⇊	↓	⇈	⇊	⇊	↓	⇈	⇈
Noises & Leaks	⇊	⇊	⇊	⇊	⇊	⇊	⇊	⇊	↑	⇈
Body Hardware	↑	○	○	⇈	↑	↑	⇊	↑	⇈	⇈
Power Equip.	↓	⇊	○	⇈	⇈	⇈	↓	↑	↑	⇈
In-Car Electr.	↓	○	⇊	↓	⇈	⇊	⇊	○	⇈	⇈

PRICES

2013	$15,400 - $21,200
2014	$16,700 - $23,400
2015	$18,000 - $25,600
2016	$19,700 - $27,700
2017	$22,000 - $30,300
2018	$23,600 - $38,000
2019	$28,200 - $42,200
2020	$31,300 - $45,300
2021	$33,200 - $72,700
2022	$36,600 - $78,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	○/NT
2018	Good	Marg.	NT
2019	Good	Marg.	↑/NT
2020	Good	Marg.	↑/NT
2021	Good	Marg.	↑/NT
2022	Good	Marg.	↑/NT

Kia Cadenza

The Cadenza is a competent and credible large sedan with a luxurious and quiet interior, a roomy backseat, sound and secure handling, and a comfortable ride. The 3.3-liter V6 engine and standard six-speed automatic combine to make a slick powertrain that delivers a decent 22 mpg overall. Controls are refreshingly easy to use. The 2017 redesign is based on the Kia Optima. It remains roomy and quiet, with easy-to-use controls. The ride is pleasant enough, though not particularly plush. Handling is secure, but the Cadenza is better suited to long-distance cruising. The 3.3-liter V6 is powerful, and the eight-speed automatic shifts smoothly. This combination returned 24 mpg overall in our tests. 2020 was the final version.

REDESIGN/FRESHENING:
2014, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability		*	*	*	*	*	*	*		
Engine, Major		*	*	*	*	*	*	*		
Engine Minor		*	*	*	*	*	*	*		
Engine Cooling		*	*	*	*	*	*	*		
Trans. Major		*	*	*	*	*	*	*		
Trans. Minor		*	*	*	*	*	*	*		
Drive System		*	*	*	*	*	*	*		
Fuel System		*	*	*	*	*	*	*		
Electrical		*	*	*	*	*	*	*		
Climate Syst.		*	*	*	*	*	*	*		
Suspension		*	*	*	*	*	*	*		
Brakes		*	*	*	*	*	*	*		
Exhaust		*	*	*	*	*	*	*		
Paint/Trim		*	*	*	*	*	*	*		
Noises & Leaks		*	*	*	*	*	*	*		
Body Hardware		*	*	*	*	*	*	*		
Power Equip.		*	*	*	*	*	*	*		
In-Car Electr.		*	*	*	*	*	*	*		

PRICES

2013	-
2014	$10,600 - $10,600
2015	$12,600 - $13,300
2016	$13,800 - $15,500
2017	$18,300 - $20,200
2018	$21,700 - $23,600
2019	$23,600 - $26,400
2020	$29,100 - $30,000
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	-	-	-
2022	-	-	-

Kia Forte

The compact Forte got good gas mileage of 28 mpg from the 156-hp 2.0-liter engine; a 2.4-liter four-cylinder was optional. Fuel economy improvements were made for 2015 models, and changes for 2016 included an optional rearview camera, along with standard keyless entry and heated mirrors. The 2019 redesign didn't do much to improve the car. It suffers from an overly stiff ride and is very loud. The engine pulls adequately and its 34 mpg overall is excellent. Handling is responsive, thanks to the Forte's willingness to tackle corners. The drab interior is Spartan but it's nice to have automatic climate control. The seats are rather uncomfortable in the midtrim LXS. The infotainment system is simple and easy to use. A sportier GT model, offering a turbocharged engine, arrived for 2020.

REDESIGN/FRESHENING:
2010, 2014, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	↓	⇊	●	⇊	*	●	*
Engine, Major	*	*	*	●	⇊	↓	↓	*	⇈	*
Engine Minor	*	*	*	●	●	⇈	↓	*	●	*
Engine Cooling	*	*	*	⇈	⇈	⇈	⇈	*	⇈	*
Trans. Major	*	*	*	⇈	↓	⇈	↓	*	⇈	*
Trans. Minor	*	*	*	↓	↓	⇈	⇈	*	⇈	*
Drive System	*	*	*	↓	⇊	⇈	⇊	*	⇈	*
Fuel System	*	*	*	⇊	⇊	⇈	⇈	*	●	*
Electrical	*	*	*	⇊	↓	↓	↓	*	⇈	*
Climate Syst.	*	*	*	●	↑	⇈	⇊	*	⇊	*
Suspension	*	*	*	⇊	⇈	⇈	↓	*	⇈	*
Brakes	*	*	*	⇈	⇊	⇊	⇈	*	●	*
Exhaust	*	*	*	⇈	⇈	⇈	⇈	*	⇈	*
Paint/Trim	*	*	*	↓	⇈	⇈	⇈	*	⇈	*
Noises & Leaks	*	*	*	⇊	●	⇈	⇈	*	⇈	*
Body Hardware	*	*	*	⇊	⇈	⇈	↓	*	●	*
Power Equip.	*	*	*	⇊	⇈	↓	↓	*	●	*
In-Car Electr.	*	*	*	⇈	⇈	↑	●	*	⇈	*

PRICES

2013	$7,100 - $8,500
2014	$8,300 - $9,800
2015	$9,200 - $11,500
2016	$11,400 - $14,100
2017	$13,300 - $15,400
2018	$13,700 - $17,200
2019	$16,300 - $18,200
2020	$17,300 - $21,200
2021	$18,400 - $23,400
2022	$20,800 - $25,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/↑
2014	Good	Poor	●/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Kia Niro

Kia's five-passenger Niro marries good fuel economy with cargo versatility. This front-wheel-drive hybrid uses a 1.6-liter four-cylinder engine which, in conjunction with the electric drive unit, puts out a combined 139 hp. This combo is mated to a six-speed dual-clutch transmission. Because the lithium-ion battery is located under the rear seat, that creates a flat cargo floor when the rear seats are folded. We got 43 mpg overall, which is good but not as good as the Hyundai Ioniq or Toyota Prius. The handling lacks agility and the ride is a bit choppy. Make sure to get one with the optional power driver seat, which provides better support than the standard seats do. A suite of advanced safety features is available. A plug-in hybrid and full electric version were also offered. Updates for the 2020 model included a standard 8-inch touch screen. Overall, the Niro is a functional and economical car.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2017, 2023	ABS, ESC, side and head protection air bags standard.	Front

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability					⇈	⇈	⇊	*	*	*
Engine, Major					!	⇈	!	*	*	*
Engine Minor					⇈	⇈	⇈	*	*	*
Engine Cooling					⇈	⇈	!	*	*	*
Trans. Major					⇈	⇈	⇊	*	*	*
Trans. Minor					⇈	⇈	⇊	*	*	*
Drive System					⇈	⇈	⇈	*	*	*
Fuel System					⇊	⇈	!	*	*	*
Electrical					↑	⇈	⇊	*	*	*
Climate Syst.					!	↑	⇈	*	*	*
Suspension					⇈	⇈	↑	*	*	*
Brakes					⇈	⇈	↑	*	*	*
Exhaust					⇈	⇈	↑	*	*	*
Paint/Trim					↑	!	↓	*	*	*
Noises & Leaks					⇈	↓	⇈	*	*	*
Body Hardware					↑	⇊	⇈	*	*	*
Power Equip.					⇈	↑	!	*	*	*
In-Car Electr.					⇈	⇈	!	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$16,200 - $19,300
2018	$17,300 - $22,200
2019	$19,700 - $30,800
2020	$22,200 - $33,300
2021	$24,400 - $35,500
2022	$26,400 - $38,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Kia Optima, K5

The midsized Optima got a major redesign for 2011 that gave it nimble handling, but at the expense of a rather stiff ride. The up-level turbo four-cylinder returned a respectable 24 mpg in our tests. A 2.4-liter four-cylinder and an unrefined hybrid were also offered. The coupe-like styling detracts from rear visibility and rear-seat access. The redesigned 2016 Optima drives nicely, with a firm yet absorbent ride and responsive, secure handling. The 2.4-liter four-cylinder is pleasant, and got 28 mpg overall in our tests. The EX trim features comfortable leather seats, automatic climate control, and a roomy rear seat. Low positioned dash vents are our only gripe. A hybrid is also available. Advanced safety systems became standard in 2019. In 2021, the Optima was replaced by the K5 that shared a platform with the Hyundai Sonata. It comes with a standard 1.6-liter turbo engine that delivers ample power and commendable fuel economy.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011, 2016, 2021	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	**'21**	'22
Overall Reliability	⇊	⇊	⇊	↓	↓	⇊	↑	!	!	↑
Engine, Major	⇊	⇊	⇊	⇊	⇊	⇊	⇈	⇈	⇈	⇈
Engine Minor	↓	⇊	⇊	⇊	⇊	⇊	⇈	⇊	⇈	⇈
Engine Cooling	!	⇊	↑	⇈	⇈	⇊	⇈	↓	⇈	⇈
Trans. Major	⇈	⇈	⇈	⇈	⇊	!	!	↓	⇈	⇈
Trans. Minor	⇈	⇊	⇈	⇈	!	!	!	⇈	⇈	⇈
Drive System	!	⇊	⇈	↓	!	⇈	⇈	⇈	⇈	⇈
Fuel System	↓	⇈	↓	↑	⇈	⇊	⇈	⇈	⇈	⇈
Electrical	↓	⇊	⇊	⇊	⇊	⇊	⇈	⇈	⇈	⇈
Climate Syst.	↓	⇊	⇊	!	⇈	⇈	!	↓	⇈	⇈
Suspension	⇊	↑	↑	!	⇈	⇊	!	⇈	⇈	⇈
Brakes	⇊	⇊	!	↑	↓	↑	⇈	⇈	↓	⇊
Exhaust	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇊	⇊	⇊	↑	↑	⇈	⇊	⇈	↓	⇈
Noises & Leaks	↓	⇊	!	↑	↑	↑	⇊	⇈	↓	⇈
Body Hardware	⇊	↓	⇊	⇈	!	⇈	!	⇈	⇈	⇈
Power Equip.	⇊	⇈	⇈	⇊	⇈	⇊	⇈	⇈	⇊	⇈
In-Car Electr.	!	↑	⇊	!	↑	!	!	⇈	⇊	↓

PRICES

2013	$8,400 - $10,600
2014	$9,600 - $11,800
2015	$11,000 - $13,700
2016	$12,500 - $16,100
2017	$14,200 - $18,200
2018	$15,700 - $20,900
2019	$17,800 - $24,000
2020	$20,900 - $27,400
2021	$22,700 - $31,300
2022	$23,600 - $32,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	⇈/⇈
2014	Good	Accpt.	⇈/⇈
2015	Good	Accpt.	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Kia Rio

This cousin to the Hyundai Accent was improved with the 2012 redesign, which made it more fuel efficient and more powerful, and it handled better. The 2018 redesign gave the car more front and rear passenger space. It's a loud car, with a stiff ride and leisurely acceleration from its 1.6-liter engine. We got 33 mpg overall in our tests, but many larger cars also achieve that mileage. Passengers feel every bump, and the car moves in choppy motions over uneven roads, but handling is safe and competent. The interior is basic, the front seats are short on support, and the rear seat is tight, but the easy-to-use controls are a high point. Changes for 2020 include a new 1.6-liter four-cylinder engine matched with a CVT. The EX trim and manual transmission were discontinued for 2019. Changes for 2020 included a new 1.6-liter four-cylinder engine, which is now matched with a CVT. But to get active safety features buyers must opt for the higher S trim, which is close to the price of a larger, better compact car.

REDESIGN/FRESHENING: 2012, 2018

SAFETY EQUIPMENT: Side and head protection air bags, ABS, and ESC standard.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$6,800 - $7,700
2014	$7,100 - $8,400
2015	$8,200 - $9,600
2016	$9,600 - $11,100
2017	$11,300 - $13,000
2018	$13,300 - $14,500
2019	$15,600 - $16,800
2020	$17,600 - $18,200
2021	$19,000 - $19,500
2022	$20,900 - $21,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	↑/⇈
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT

Kia Sedona, Carnival

The Sedona came with a powerful 3.8-liter V6, and its sliding-door side windows retract, an unusual feature for a minivan at that time. Handling and fuel economy were so-so. A significantly updated Sedona arrived in 2015, with a refined V6, room for seven or eight passengers, and an inviting, upscale interior. Its handling is rather ungainly, though ultimately secure. The very comfortable second-row seats neither fold flat nor are removable, cutting into cargo capacity. What's more, our Sedona suffered from a cacophony of squeaks and rattles. The EX is the best overall value. Freshened for 2019, the V6 engine is now paired to an eight-speed automatic transmission. 2021 was the final model year, replaced by the new Carnival. It has a punchy 290-hp V6 that has lots of power in reserve, mated to a smooth-shifting eight-speed automatic. Its 21 mpg overall is similar to other V6 competitors but no match for the Toyota Sienna hybrid. The ride is comfortable, and handling is secure but not agile. Controls are easy to use.

REDESIGN/FRESHENING: 2006, 2015, 2022

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2022.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	'21	**'22**
Overall Reliability		*	*	⇊	*	*	*	*	*	↑
Engine, Major		*	*	↑	*	*	*	*	*	⇈
Engine Minor		*	*	⇊	*	*	*	*	*	⇈
Engine Cooling		*	*	↑	*	*	*	*	*	⇈
Trans. Major		*	*	⇈	*	*	*	*	*	⇈
Trans. Minor		*	*	⇈	*	*	*	*	*	⇈
Drive System		*	*	↑	*	*	*	*	*	⇈
Fuel System		*	*	⇈	*	*	*	*	*	⇈
Electrical		*	*	⇈	*	*	*	*	*	⇈
Climate Syst.		*	*	⇊	*	*	*	*	*	⇈
Suspension		*	*	⇊	*	*	*	*	*	⇈
Brakes		*	*	⇊	*	*	*	*	*	⇈
Exhaust		*	*	⇈	*	*	*	*	*	⇈
Paint/Trim		*	*	⇊	*	*	*	*	*	⇈
Noises & Leaks		*	*	⇊	*	*	*	*	*	⇈
Body Hardware		*	*	⇊	*	*	*	*	*	⇊
Power Equip.		*	*	⇊	*	*	*	*	*	⇈
In-Car Electr.		*	*	⇈	*	*	*	*	*	↓

PRICES

2013	-
2014	$8,500 - $9,400
2015	$9,900 - $14,800
2016	$12,600 - $17,100
2017	$15,200 - $21,400
2018	$18,200 - $25,900
2019	$21,300 - $28,700
2020	$22,300 - $29,400
2021	$28,700 - $32,600
2022	$34,900 - $49,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	Good	NT	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	NT

⇊ ↓ I ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Kia Seltos

The Kia Seltos is new for 2021, slots below the Sportage, and offers versatility at an affordable price. It has a roomy interior for its small footprint, easy access, clear visibility, and good fuel economy. The standard 2.0-liter four-cylinder engine, paired with a continuously variable transmission, provides unobtrusive acceleration. The up level 1.6-liter turbocharged four-cylinder engine suffers from nonlinear acceleration. Front-wheel drive is standard, and all-wheel drive is optional. The stiff ride and loud cabin are two significant drawbacks. Handling is responsive and secure. Controls are easy to use, and the rear seat is roomy for the class.

REDESIGN/FRESHENING:
2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2022.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability									I	↑
Engine, Major									⇊	⇈
Engine Minor									⇈	⇈
Engine Cooling									I	⇈
Trans. Major									⇈	⇈
Trans. Minor									I	⇈
Drive System									⇈	⇈
Fuel System									⇈	↓
Electrical									⇈	⇈
Climate Syst.									⇈	⇈
Suspension									⇈	⇈
Brakes									I	⇈
Exhaust									⇈	⇈
Paint/Trim									⇈	⇈
Noises & Leaks									⇈	⇈
Body Hardware									⇈	⇈
Power Equip.									⇈	⇈
In-Car Electr.									⇈	↑

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	$23,400 - $27,600
2022	$25,500 - $29,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Kia Sorento

With its 2011 redesign the Sorento gained responsive handling, comfortable seats, and lots of features for the money. Both the four-and six-cylinder engine returned 20-mpg overall in our tests. A third-row seat was optional. The ride is a little stiff but overall the Sorento is a solid choice. 2016 brought a 2.4-liter four-cylinder, a 2.0-liter turbo four, and a smooth and quiet 3.3-liter V6 were available, paired with a six-speed automatic. The cabin is quiet, and the ride is comfortable and composed. Handling is responsive and secure. We like the supportive seats and simple controls. The 2021 redesign brought new engines, an available hybrid, and standard three-row seating. The base four-cylinder engine is slow and loud. The turbo four-cylinder has strong acceleration and good fuel economy, but its dual-clutch automatic causes some low-speed vibrations. The 1.6-liter turbo hybrid version is pleasantly powerful, beyond an initial delay off the line. Handling is responsive but the ride is rather stiff.

REDESIGN/FRESHENING:
2011, 2016, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2022.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	**'21**	'22
Overall Reliability	⇊	⇊	⇊	⇊	I	I	↑	I	⇊	*
Engine, Major	⇊	⇊	⇊	⇊	⇈	⇈	⇈	⇈	I	*
Engine Minor	↑	⇊	I	⇊	↓	↑	⇈	⇈	↑	*
Engine Cooling	⇊	↑	⇈	↓	⇈	I	⇈	⇈	⇊	*
Trans. Major	↑	I	↑	↑	↑	↑	I	↑	⇊	*
Trans. Minor	↑	I	↑	I	⇈	↑	⇈	↑	⇊	*
Drive System	I	I	⇊	I	↓	↑	⇈	I	⇈	*
Fuel System	⇊	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	*
Electrical	↑	↓	↓	↓	I	⇈	⇈	⇈	↑	*
Climate Syst.	⇊	⇊	I	I	⇈	I	↓	I	↑	*
Suspension	⇊	↓	⇊	↓	I	I	I	I	↑	*
Brakes	⇊	⇊	⇊	↓	↓	↑	↑	⇈	I	*
Exhaust	I	↑	↑	↑	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	⇊	⇊	⇊	↑	↑	⇈	⇈	↑	↑	*
Noises & Leaks	⇊	I	⇊	↑	I	⇊	⇈	↓	⇈	*
Body Hardware	↑	⇊	↑	I	↑	↑	⇈	⇈	I	*
Power Equip.	I	⇊	⇊	⇊	↓	⇈	↑	↑	↑	*
In-Car Electr.	⇊	↓	I	I	↑	↑	⇈	↑	I	*

PRICES

2013	$9,000 - $11,100
2014	$10,200 - $13,000
2015	$11,700 - $15,300
2016	$13,100 - $17,200
2017	$15,500 - $20,800
2018	$17,000 - $25,300
2019	$19,100 - $29,300
2020	$21,500 - $33,100
2021	$25,500 - $39,300
2022	$27,600 - $49,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	Poor	⇈/⇈
2015	Good	Poor	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Kia Soul

The tall Soul has very easy access, abundant headroom, and a surprisingly spacious rear seat. The 2.0-liter engine brings average acceleration and 25 mpg overall. Expect a noisy interior and a stiff ride. Handling is fairly nimble and secure. Controls are simple but interior fit and finish is basic. Big windows allow very good front and side visibility, but rear visibility is hurt by thick roof pillars create. A six-speed automatic debuted for 2012, and boosted gas mileage to 26 mpg. For 2014 an updated Soul was much quieter and more refined, but the ride remained stiff. The redesigned 2020 Soul is based on a more substantial platform and gets a CVT that contributes to better fuel economy. Handling is quite nimble, but the ride remains stiff and engine noise is pronounced. Easy access, good visibility, and straightforward controls continue to be strengths. Advanced safety systems are available on most trims. Updates for 2021 include a standard rear seat reminder system for all trim lines.

REDESIGN/FRESHENING:
2010, 2014, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	▲	▼▼	!	!	▲	!	▲▲	▼	▲	▲▲
Engine, Major	▲	▼▼	▼▼	▼▼	▲	▼▼	▲▲	▼	▲▲	▲▲
Engine Minor	▲	▼▼	▼▼	▼▼	!	!	▲▲	▼▼	▲▲	▲▲
Engine Cooling	▼	▲▲	▲	▲▲	▲	▲	▲▲	▲▲	▲▲	▲▲
Trans. Major	▲▲	▲	▲▲	!	▲▲	▲	▲	▼▼	▼▼	▲▲
Trans. Minor	▲▲	▲▲	▲▲	!	▲	▲▲	!	▼	▲▲	▲▲
Drive System	!	▼▼	▲▲	▲▲	▲▲	▲	▲▲	!	▲▲	▲▲
Fuel System	!	▼▼	▲▲	!	▲▲	▲	▲▲	▲▲	▲▲	▲▲
Electrical	▲	▼▼	▼▼	▼	▼▼	▲	▲▲	▼	▲▲	▲▲
Climate Syst.	▲	▲▲	▲	▲▲	▲	!	▲▲	▲▲	▲▲	▲▲
Suspension	▲▲	▼▼	!	▲	▲	!	▲▲	▲▲	▲▲	▲▲
Brakes	!	▼▼	▼▼	!	▲	▲▲	▲▲	▼	▲▲	▲▲
Exhaust	!	▼▼	▼▼	!	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Paint/Trim	▼▼	▼	▼▼	▲	▲▲	▲	!	▲▲	▲▲	▲▲
Noises & Leaks	▲▲	!	!	▲▲	▲▲	▲	▲▲	▼▼	▲▲	▲▲
Body Hardware	!	▲▲	▲	!	▲	▲▲	!	▲	▲▲	▲▲
Power Equip.	▼▼	▼	▼▼	▲	▲	▲	▲	▲	▲▲	▲▲
In-Car Electr.	▼	▲	!	▲	▲▲	▲	▲▲	▼	▲▲	!

PRICES

2013	$7,600 - $9,000
2014	$9,100 - $11,000
2015	$10,400 - $12,800
2016	$11,400 - $14,000
2017	$12,900 - $16,200
2018	$13,900 - $17,800
2019	$16,200 - $20,200
2020	$17,800 - $25,300
2021	$20,100 - $25,900
2022	$22,500 - $28,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	▲/▲▲
2014	Good	NT	▲▲/▲▲
2015	Good	Good	▲▲/▲▲
2016	Good	Good	▲▲/▲▲
2017	Good	Good	▲▲/▲▲
2018	Good	Good	▲▲/▲▲
2019	Good	Good	▲▲/▲▲
2020	Good	Good	▲/▲▲
2021	Good	Good	▲/▲▲
2022	Good	Good	▲/▲▲

Kia Sportage

The Sportage's 2011 redesign brought nimble handling and a more efficient powertrain that got 22 mpg overall in our tests. The stronger turbo four-cylinder got 21 mpg overall. A stiff ride, pronounced road noise, and leisurely acceleration from the base engine detract from the driving experience. While the styling is appealing, it compromises cargo space and hurts the rear view out. Cabin appointments are basic, but fit together well. A redesign arrived for 2017 with a pleasant four-cylinder engine and smooth six-speed automatic. The ride was a touch firm, and handling was responsive. We found the rear seat roomy and the controls easy to use. The interior feels a bit stark, but we like that Kia uses knobs and buttons for the main controls. The freshened 2020 model brought many standard safety features.

REDESIGN/FRESHENING:
2011, 2017, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	▼▼	▲	▲	▲	▲	▲▲
Engine, Major	*	*	*	*	▼▼	▲▲	▲▲	▲▲	▲▲	▲▲
Engine Minor	*	*	*	*	▼▼	▼▼	▼	▲▲	▲▲	▲▲
Engine Cooling	*	*	*	*	▲▲	!	▲▲	▲▲	▲▲	▲▲
Trans. Major	*	*	*	*	▼▼	▲▲	▲▲	▲▲	▲▲	▲▲
Trans. Minor	*	*	*	*	▼▼	▲▲	▲▲	▲▲	▲▲	▲▲
Drive System	*	*	*	*	!	!	▲▲	▲▲	▼	▲▲
Fuel System	*	*	*	*	▼	▲▲	▲	▲▲	▲▲	▲▲
Electrical	*	*	*	*	▼▼	▼▼	▼	▲▲	▲▲	▲▲
Climate Syst.	*	*	*	*	▼▼	▲▲	▲	▲▲	▲▲	!
Suspension	*	*	*	*	▲	!	▲▲	▲▲	▲▲	▲▲
Brakes	*	*	*	*	▲▲	▲▲	▼	!	▲▲	▲▲
Exhaust	*	*	*	*	▲	▲▲	▲▲	▲▲	▲▲	▲▲
Paint/Trim	*	*	*	*	▼▼	!	▲▲	▲▲	▲▲	▲▲
Noises & Leaks	*	*	*	*	▼	▲▲	▲	▲▲	▲▲	▲▲
Body Hardware	*	*	*	*	▼▼	▲▲	▲▲	▲▲	▲▲	▲▲
Power Equip.	*	*	*	*	▲	▲▲	!	▲	▲▲	▲▲
In-Car Electr.	*	*	*	*	▲	▲▲	▲▲	▲▲	▲▲	▲▲

PRICES

2013	$9,400 - $11,900
2014	$10,400 - $13,500
2015	$11,800 - $14,800
2016	$13,100 - $16,700
2017	$15,100 - $19,200
2018	$16,300 - $21,800
2019	$18,400 - $25,000
2020	$20,500 - $27,900
2021	$21,900 - $29,700
2022	$23,500 - $32,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	▲▲/▲▲
2014	Good	Poor	▲▲/▲▲
2015	Good	Poor	▲▲/▲▲
2016	Good	Poor	▲▲/▲▲
2017	Good	Good	▲/▲▲
2018	Good	Good	▲/▲▲
2019	Good	Good	▲/▲▲
2020	Good	Good	▲/▲▲
2021	Good	Good	▲/▲▲
2022	Good	Good	▲/▲▲

Kia Stinger

Kia, a car brand better known for practical transportation and value, has branched into sports-sedan territory with the Stinger, a low-slung four-door hatchback. The Stinger is a rear-wheel-drive car (all-wheel drive is available), and it has nimble handling that can be playful on a track. On the downside, the ride is stiff and a little unsettled. Two engines are offered: a punchy 3.3-liter turbo V6 and a 2.5-liter turbo four-cylinder that replaced the previous 2.0-liter. The car sits low which, combined with the coupelike styling, makes getting in and out difficult, limits rear headroom, and severely hurts visibility. Most of the controls are fairly easy to use, but drivers may find it to be a long reach to the touchscreen. Fit and finish and attention to detail are good, but the car doesn't feel particularly luxurious.

REDESIGN/FRESHENING: 2018

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. BSW standard from 2019.

DRIVE WHEELS: AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability						*	*	*	*	*
Engine, Major						*	*	*	*	*
Engine Minor						*	*	*	*	*
Engine Cooling						*	*	*	*	*
Trans. Major						*	*	*	*	*
Trans. Minor						*	*	*	*	*
Drive System						*	*	*	*	*
Fuel System						*	*	*	*	*
Electrical						*	*	*	*	*
Climate Syst.						*	*	*	*	*
Suspension						*	*	*	*	*
Brakes						*	*	*	*	*
Exhaust						*	*	*	*	*
Paint/Trim						*	*	*	*	*
Noises & Leaks						*	*	*	*	*
Body Hardware						*	*	*	*	*
Power Equip.						*	*	*	*	*
In-Car Electr.						*	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	$22,700 - $33,900
2019	$25,000 - $37,100
2020	$29,400 - $40,300
2021	$31,800 - $43,600
2022	$33,700 - $47,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Kia Telluride

Kia's three-row midsized SUV, the Telluride, offers seating for up to eight people and is one of the best in the category, competing against the Chevrolet Traverse, Honda Pilot, and Subaru Ascent. The Telluride has a slick 291-hp V6 paired with a smooth-shifting eight-speed automatic transmission. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000 pounds. It rides comfortably, and the cabin is quiet. The interior is roomy and comes with several well-thought-out details, such as one-touch fold/slide second-row seats. There's a pleasing mix of soft-touch surfaces and nicely styled trim pieces throughout the cabin. We appreciate Kia's straightforward controls and the user-friendly infotainment system that responds quickly to inputs, but the large touch screen can be a reach for drivers who sit farther back from the steering wheel.

REDESIGN/FRESHENING: 2020

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability								↑	↑	!
Engine, Major								⇈	⇈	⇈
Engine Minor								⇈	⇈	!
Engine Cooling								⇈	⇈	⇈
Trans. Major								⇈	⇈	⇈
Trans. Minor								⇈	⇈	⇈
Drive System								⇈	↑	⇈
Fuel System								⇈	⇈	⇈
Electrical								⇈	⇈	↑
Climate Syst.								!	⇈	⇈
Suspension								!	↑	⇈
Brakes								⇈	⇈	⇈
Exhaust								⇈	⇈	⇈
Paint/Trim								⇈	⇈	↑
Noises & Leaks								↓	⇈	!
Body Hardware								↑	⇈	⇈
Power Equip.								!	⇈	⇈
In-Car Electr.								↑	⇈	!

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$30,700 - $41,300
2021	$33,700 - $46,300
2022	$36,600 - $51,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Land Rover Discovery

The LR4 has a large, powerful V8 engine and a roomy passenger compartment that is quiet, comfortable, and luxurious. Cargo capacity is admirable. Ride quality is supple, handling is secure, and its off-road capabilities are prodigious. In 2014 the V8 was replaced with a 3.0-liter supercharged V6. The Discovery arrived for 2017, blending on-road civility with off-road and towing prowess. In our tests the powerful V6 and eight-speed automatic returned 17 mpg overall. A turbodiesel V6 was also available. The second row is roomy, but too low for optimal comfort, and it's hard to get into the tight third-row seat. The big SUV lumbers in corners, even with the optional air suspension. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. New for 2021 was a 2.0-liter turbo four cylinder as the standard engine. Also, a 3.0-liter turbo six cylinder replaced the supercharged V6.

REDESIGN/FRESHENING:
2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. Standard FCW and AEB from 2019; BSW from 2020; RCTW from 2021.

DRIVE WHEELS:
4WD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability					*	*	*	*	*	*
Engine, Major					*	*	*	*	*	*
Engine Minor					*	*	*	*	*	*
Engine Cooling					*	*	*	*	*	*
Trans. Major					*	*	*	*	*	*
Trans. Minor					*	*	*	*	*	*
Drive System					*	*	*	*	*	*
Fuel System					*	*	*	*	*	*
Electrical					*	*	*	*	*	*
Climate Syst.					*	*	*	*	*	*
Suspension					*	*	*	*	*	*
Brakes					*	*	*	*	*	*
Exhaust					*	*	*	*	*	*
Paint/Trim					*	*	*	*	*	*
Noises & Leaks					*	*	*	*	*	*
Body Hardware					*	*	*	*	*	*
Power Equip.					*	*	*	*	*	*
In-Car Electr.					*	*	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$29,000 - $35,100
2018	$33,500 - $42,600
2019	$35,400 - $49,800
2020	$38,600 - $60,200
2021	$57,800 - $69,200
2022	$61,500 - $72,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Land Rover Discovery Sport

The compact LR2 provided decent off-road ability, even with its unibody construction. It uses a 3.2-liter, in-line six-cylinder and six speed automatic transmission. The ride is firm but steady and the car benefits from good steering, bit in our tests it disconcertingly lifted two wheels off the ground at its handling limits, reducing driver confidence. In 2015 the Discovery Sport arrived. It's roomy and has seating for five, though some may have the tiny, optional third-row. Power delivery from the turbo four-cylinder is either too little or too much, and the transmission is neither smooth nor responsive. The SUV proved capable off-road, commendably ascending our rock hill even without low-range gearing. But the on-road ride is stiff, and handling is far from nimble. A freshening spiffed up the previously austere cabin. The infotainment system looks glossy and high-tech, but it's unintuitive and slow to respond.

REDESIGN/FRESHENING:
2015

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability			*	*	*	*	*	*	*	*
Engine, Major			*	*	*	*	*	*	*	*
Engine Minor			*	*	*	*	*	*	*	*
Engine Cooling			*	*	*	*	*	*	*	*
Trans. Major			*	*	*	*	*	*	*	*
Trans. Minor			*	*	*	*	*	*	*	*
Drive System			*	*	*	*	*	*	*	*
Fuel System			*	*	*	*	*	*	*	*
Electrical			*	*	*	*	*	*	*	*
Climate Syst.			*	*	*	*	*	*	*	*
Suspension			*	*	*	*	*	*	*	*
Brakes			*	*	*	*	*	*	*	*
Exhaust			*	*	*	*	*	*	*	*
Paint/Trim			*	*	*	*	*	*	*	*
Noises & Leaks			*	*	*	*	*	*	*	*
Body Hardware			*	*	*	*	*	*	*	*
Power Equip.			*	*	*	*	*	*	*	*
In-Car Electr.			*	*	*	*	*	*	*	*

PRICES

2013	-
2014	-
2015	$13,800 - $15,300
2016	$15,700 - $17,400
2017	$18,100 - $23,300
2018	$22,400 - $27,800
2019	$24,000 - $31,400
2020	$29,800 - $38,800
2021	$34,600 - $41,500
2022	$40,300 - $47,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Land Rover Range Rover

The luxurious Range Rover was redesigned for 2013, getting an eight-speed automatic and powerful supercharged V6 and V8 engines. We averaged 17 mpg with the base V6, which was better than most of the class. Handling is responsive and secure, but not sporty. However, ride quality is unsurpassed, as the suspension swallows up nearly every bump. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities. Interior furnishings and seats are first-rate, but the dual touchscreen infotainment system responds slowly to inputs. 2016 models offer a 254-hp, 3.0-liter turbodiesel V6; upgrades to the infotainment system; and an available hands-free tailgate opening system. 2018 brought an updated infotainment system and a trim with a 557-hp supercharged V8. Updates for 2019 included a plug-in hybrid version. Changes for 2020 included a new 3.0-liter inline six-cylinder gasoline engine, which comes with a mild hybrid system, producing between 355- and 395-hp.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2013, 2022	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019. BSW standard from 2020.	4WD; AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	**'22**
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$20,000 - $27,200
2014	$23,900 - $52,200
2015	$26,000 - $57,200
2016	$27,000 - $68,600
2017	$34,100 - $93,500
2018	$49,900 - $128,600
2019	$55,700 - $145,200
2020	$66,400 - $161,200
2021	$86,500 - $177,700
2022	$103,300 - $195,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Land Rover Range Rover Evoque

Overall, the Evoque is more about style than functionality. Interior room and visibility are sacrificed for the striking silhouette. Its 2.0-liter turbo four-cylinder and six-speed automatic returned 21 mpg overall in our tests. Acceleration and fuel economy are commendable, but the ride is choppy and noise levels are elevated. Handling is agile but can become disconcerting at the limits. The cabin is snug and the controls can be frustrating to use. A more powerful 286-hp engine arrived in 2018. The 2020 redesign didn't do much to address the Evoque's deficiencies. There's a pronounced initial delay when accelerating from a rolling stop, and then the power comes on too abruptly. The ride is overly stiff; fuel economy is among the worst in its class; and outward visibility is hampered. The dual screen infotainment system is convoluted and rather slow to respond to commands. On the plus side, handling is quite nimble; the front seats are comfortable; and fit and finish is impressive.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2012, 2020	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.	AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$10,900 - $14,400
2014	$13,900 - $16,600
2015	$15,200 - $18,900
2016	$17,600 - $23,100
2017	$21,800 - $36,300
2018	$24,900 - $40,200
2019	$27,900 - $43,500
2020	$33,100 - $39,500
2021	$39,100 - $51,400
2022	$44,200 - $54,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Land Rover Range Rover Sport

The Sport, a five-passenger midsized SUV, has a luxurious leather- and wood-trimmed interior. A 4.4-liter V8 is standard, while a supercharged 4.2-liter V8 is optional. A 2014 redesign moved the Sport to the same platform as the bigger Range Rover. This gave it a more-engaging driving experience, with taut, agile handling, but the ride is stiff and choppy. Yet it still has good off-road capability. An aluminum unibody makes this version lighter than its predecessor, which improves performance and fuel economy. Supercharging was introduced for the V8 engine and a supercharged V6 engine option was added. Rear-seat room is generous and the interior is luxurious. But the controls are convoluted and the infotainment system is often slow to respond to inputs. 2018 models got an updated exterior and interior, featuring the InControl Touch Pro Duo infotainment system. For 2019, an inline six-cylinder engine replaced the original V6, and a plug-in hybrid version was available.

REDESIGN/FRESHENING:
2014, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
4WD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$12,700 - $20,000
2014	$19,000 - $28,700
2015	$21,600 - $33,700
2016	$23,000 - $47,400
2017	$27,900 - $59,100
2018	$41,300 - $79,000
2019	$49,100 - $93,100
2020	$59,100 - $104,100
2021	$68,700 - $128,900
2022	$80,800 - $138,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Land Rover Range Rover Velar

The Velar shares its fundamentals with the Jaguar F-Pace, putting a greater emphasis on sport rather than Land Rover's traditional off-road prowess. Three powertrains are offered, including a 2.0-liter four-cylinder diesel, a supercharged 3.0-liter gas V6, and a 2.0-liter turbocharged four-cylinder that delivers ample power. Handling is taut and agile, but the ride is rather stiff. Dominating the dash in the quiet cabin is an infotainment system with two touch screens. But the bottom screen, which houses the climate and other controls, is mounted too low to easily use. Plus, the system requires too many extra steps to accomplish simple tasks. New features for 2019 include Android Auto and Apple Carplay compatibility. Updates for 2020 include an SVAutobiography Dynamic Edition, which comes with a 550-hp 5.0-liter supercharged V8. The 2.0-liter four-cylinder diesel engine has been discontinued.

REDESIGN/FRESHENING:
2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2020.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability						*	*	*	*	*
Engine, Major						*	*	*	*	*
Engine Minor						*	*	*	*	*
Engine Cooling						*	*	*	*	*
Trans. Major						*	*	*	*	*
Trans. Minor						*	*	*	*	*
Drive System						*	*	*	*	*
Fuel System						*	*	*	*	*
Electrical						*	*	*	*	*
Climate Syst.						*	*	*	*	*
Suspension						*	*	*	*	*
Brakes						*	*	*	*	*
Exhaust						*	*	*	*	*
Paint/Trim						*	*	*	*	*
Noises & Leaks						*	*	*	*	*
Body Hardware						*	*	*	*	*
Power Equip.						*	*	*	*	*
In-Car Electr.						*	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	$26,800 - $47,800
2019	$33,200 - $54,400
2020	$44,200 - $73,200
2021	$55,700 - $74,300
2022	$59,400 - $77,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Lexus CT 200h

The CT 200h was designed to be a small, sporty, luxury car with excellent fuel economy. Though not a bad vehicle, it doesn't live up to all those promises or to the Lexus standard, and is somewhat a black sheep of the Lexus family. It's powered by the same 134 hp, four-cylinder hybrid powertrain found in the same-era Prius, and returned 40 mpg overall in our tests. While commendable, that is four mpg less than the roomier Prius, while delivering similar leisurely acceleration. Handling is responsive enough, but the ride is stiff and choppy. The cabin is cramped and admits too much engine and road noise. Tight rear seats, limited cargo capacity, and an impeded rear view don't help. The interior has some nice touches but falls short of being luxurious. The CT was discontinued after the 2017 model year.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, side air bags and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*					
Engine, Major	*	*	*	*	*					
Engine Minor	*	*	*	*	*					
Engine Cooling	*	*	*	*	*					
Trans. Major	*	*	*	*	*					
Trans. Minor	*	*	*	*	*					
Drive System	*	*	*	*	*					
Fuel System	*	*	*	*	*					
Electrical	*	*	*	*	*					
Climate Syst.	*	*	*	*	*					
Suspension	*	*	*	*	*					
Brakes	*	*	*	*	*					
Exhaust	*	*	*	*	*					
Paint/Trim	*	*	*	*	*					
Noises & Leaks	*	*	*	*	*					
Body Hardware	*	*	*	*	*					
Power Equip.	*	*	*	*	*					
In-Car Electr.	*	*	*	*	*					

PRICES

2013	$14,100 - $14,900
2014	$16,300 - $16,300
2015	$18,100 - $18,100
2016	$19,400 - $19,400
2017	$22,300 - $22,300
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Lexus ES ✓

The ES was redesigned for 2007, and gained a smooth, powerful 3.5-liter V6 and six-speed automatic, and the cabin was roomy and comfortable. The redesigned 2013 ES still provides a roomy and quiet interior, and fuel economy was good. But ride was less plush, interior refinement was lacking, and the controls became complicated. Further, despite the attempt to infuse more sportiness into the ES, it's not agile, nor is it fun to drive. The V6 got a good 25 mpg overall, and the hybrid returned a superior 36 mpg overall. For 2019 Lexus redesigned the ES with improved handling and interior quality. The V6 and eight-speed automatic got 25 mpg overall, while the hybrid version easily gets more than 40 mpg. The ES absorbs bumps very well and yet the body stays composed. The cabin is quiet and luxurious and the front seats are very comfortable. But the touchpad controller for the infotainment system is fussy and distracting to use. Updates for 2021 include an all-wheel-drive ES 250 model.

REDESIGN/FRESHENING:
2007, 2013, 2019

SAFETY EQUIPMENT:
ABS, ESC, side air bags and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	⏫	⏫	⏫	⏫	⏫	⏫	⏫	🔼	❗	🔼
Engine, Major	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Minor	🔼	⏫	⏫	⏫	⏫	⏫	⏫	🔽	🔼	⏫
Engine Cooling	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	🔼	⏫
Trans. Minor	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	🔼	⏫
Drive System	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Fuel System	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Electrical	🔼	⏫	⏫	🔼	⏫	⏫	❗	⏬	🔼	⏫
Climate Syst.	🔼	⏫	⏫	🔼	⏫	⏫	⏫	🔼	⏫	⏫
Suspension	⏫	⏫	⏫	❗	⏫	⏫	⏫	⏫	⏫	⏫
Brakes	⏫	🔽	⏫	⏫	⏫	⏫	⏫	🔼	🔼	⏫
Exhaust	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	⏫	⏬	🔼	🔼	⏫	⏫	⏫	⏫	❗	⏫
Noises & Leaks	⏫	⏫	⏫	🔼	⏫	⏫	🔼	⏬	⏫	⏫
Body Hardware	⏫	⏫	⏫	🔽	⏫	⏫	⏫	⏫	🔼	🔽
Power Equip.	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	🔼	⏫
In-Car Electr.	⏫	⏫	🔽	🔼	🔼	🔼	❗	🔼	🔼	⏫

PRICES

2013	$15,400 - $15,400
2014	$16,700 - $17,600
2015	$18,400 - $20,700
2016	$22,000 - $22,200
2017	$24,500 - $26,200
2018	$27,600 - $30,800
2019	$31,800 - $38,200
2020	$35,300 - $42,000
2021	$37,000 - $46,000
2022	$40,900 - $50,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	⏫/⏫
2014	Good	NT	⏫/⏫
2015	Good	NT	⏫/⏫
2016	Good	Good	🔼/⏫
2017	Good	Good	🔼/⏫
2018	Good	Good	🔼/⏫
2019	Good	Good	🔼/⏫
2020	Good	Good	🔼/⏫
2021	Good	Good	🔼/⏫
2022	Good	Good	🔼/⏫

Lexus GS ✓

The GS had a stiff ride and handling that is far from sporty or engaging. Expect a relatively snug cabin with tight headroom. The V6 isn't as strong as some competitors; a V8 is optional. The hybrid version was quick but stiff riding and noisy, with only a modest fuel economy benefit. Consider only versions from 2013 or newer that made the GS a compelling sedan. Handling is sporty, the ride is supple and controlled, and the cabin is roomy, comfortable, and nicely furnished. A mouse-like controller is used to operate the cumbersome infotainment system. We'd stick with the regular GS 350 and get AWD if you get snow. The 2014 refresh brought an eight-speed automatic to rear-wheel-drive models; all-wheel-drive versions retained the six speed. A high-performance GS F with a 467-hp V8 was also available. For 2020, its final year, Lexus dropped the rear-wheel drive, four-cylinder turbo model from the GS. 2020 was the final year for this midsized sedan.

REDESIGN/FRESHENING:
2006, 2013

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	⇈	●	⇈	⇈	*	*	*	*		
Engine, Major	⇈	●	⇈	●	*	*	*	*		
Engine Minor	⇈	●	⇈	⇈	*	*	*	*		
Engine Cooling	⇈	⇊	⇈	↓	*	*	*	*		
Trans. Major	⇈	⇈	⇈	⇈	*	*	*	*		
Trans. Minor	⇈	⇈	⇈	⇈	*	*	*	*		
Drive System	⇈	⇈	⇈	⇈	*	*	*	*		
Fuel System	⇈	●	⇈	⇈	*	*	*	*		
Electrical	⇈	↓	⇈	⇊	*	*	*	*		
Climate Syst.	⇈	↓	⇈	↑	*	*	*	*		
Suspension	↑	●	⇈	⇈	*	*	*	*		
Brakes	↑	⇈	●	⇈	*	*	*	*		
Exhaust	⇈	⇈	⇈	⇈	*	*	*	*		
Paint/Trim	⇈	⇊	⇈	⇈	*	*	*	*		
Noises & Leaks	⇈	⇊	⇈	⇈	*	*	*	*		
Body Hardware	↑	⇈	⇈	⇈	*	*	*	*		
Power Equip.	↓	⇊	⇊	⇈	*	*	*	*		
In-Car Electr.	↑	●	⇈	⇈	*	*	*	*		

PRICES

2013	$17,400 - $19,100
2014	$18,600 - $21,400
2015	$21,700 - $24,200
2016	$23,900 - $42,200
2017	$25,200 - $47,100
2018	$27,200 - $53,300
2019	$29,100 - $60,600
2020	$39,800 - $68,600
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT
2018	Good	NT	NT
2019	Good	NT	NT
2020	Good	NT	NT
2021	-	-	-
2022	-	-	-

Lexus GX ✓

The GX shares a platform with the Toyota 4Runner, a body-on-frame design with a live rear axle. It has three rows of seats and can accommodate eight. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got an abysmal 17 mpg overall. The ride is comfortable and quiet but uneven pavement can cause a side-to-side movement. Cornering is less than agile. Interior fit and finish is impressive. Full-time 4WD, a hill-descent feature, and a system that prevents roll-back on steep ascents help make it competent off-road. Although long in the tooth, the GX 460 is very quiet and quick, yet it's highly capable off-road and can tow 6,500-pounds. Handling is lumbering but ultimately secure. Inside, the cabin is plush and well-finished. Drivers of almost any height should find a good seating position. There's plenty of space all around and a commanding view out. The small third-row seat folds when it's not in use, but the side-swinging tailgate can be inconvenient at times.

REDESIGN/FRESHENING:
2003, 2010

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
4WD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	⇈	⇈	⇈	*	●	⇈	⇈	⇈
Engine, Major	*	*	⇈	⇈	⇈	*	⇈	⇈	⇈	⇈
Engine Minor	*	*	⇈	⇈	↓	*	⇈	⇈	⇈	⇈
Engine Cooling	*	*	⇈	⇈	●	*	⇈	⇈	⇈	⇈
Trans. Major	*	*	⇈	⇈	⇈	*	⇈	⇈	⇈	⇈
Trans. Minor	*	*	⇈	↓	⇈	*	⇈	⇈	⇈	⇈
Drive System	*	*	⇊	⇈	⇈	*	↓	⇈	⇈	⇈
Fuel System	*	*	⇈	⇈	⇈	*	⇈	⇈	⇈	⇈
Electrical	*	*	⇈	⇈	↓	*	⇈	⇈	⇈	⇈
Climate Syst.	*	*	⇈	⇈	⇈	*	⇈	⇈	⇈	⇈
Suspension	*	*	⇊	⇈	⇈	*	⇊	⇈	⇈	⇈
Brakes	*	*	⇊	⇈	↑	*	⇈	⇈	⇈	⇈
Exhaust	*	*	⇈	⇈	●	*	⇈	⇈	⇈	⇈
Paint/Trim	*	*	⇈	●	⇈	*	⇊	⇈	●	⇈
Noises & Leaks	*	*	⇈	●	⇊	*	⇈	⇈	⇈	⇈
Body Hardware	*	*	⇈	⇈	⇈	*	⇊	⇈	●	⇈
Power Equip.	*	*	⇈	⇊	⇈	*	⇈	⇈	⇈	⇈
In-Car Electr.	*	*	⇈	↑	⇈	*	⇈	↑	⇈	●

PRICES

2013	$21,400 - $21,800
2014	$24,900 - $26,300
2015	$26,600 - $28,800
2016	$29,600 - $31,800
2017	$32,300 - $35,600
2018	$35,200 - $41,700
2019	$39,500 - $47,000
2020	$46,600 - $55,100
2021	$51,100 - $60,100
2022	$59,300 - $67,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Lexus IS

The IS is plush and quiet, with a snug cabin and a mundane driving experience. Its 2014 redesign fell flat, as it remained uninspiring to drive. Handling is nothing special, and while body roll is fairly well contained, the car isn't particularly agile. Worse, it still has a tight interior and mediocre fuel economy. F Sport models do have some sporty touches, but driving engagement falls short. The 2.5-liter six-cylinder and six-speed automatic was smooth but low on power, and got just 21 mpg. 2016 brought a turbo four-cylinder and a 3.5-liter V6 with AWD. The mild update for the 2021 model year brought only modest improvements. RWD versions come with a 241-hp, turbo four-cylinder while AWD models have a polished but thirsty 260-hp V6. Handling is fairly nimble but not all that sporty, and the ride is a bit jittery. The well-finished cabin remains very snug front and rear, and AWD versions still suffer from a protrusion into the driver's legroom. The infotainment system uses both a distracting touchpad and a touchscreen.

REDESIGN/FRESHENING:
2014, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	'19	'20	**'21**	'22
Overall Reliability	*	⇈	⇈	*	*	*	*	*	*	*
Engine, Major	*	⇈	⇈	*	*	*	*	*	*	*
Engine Minor	*	⇈	⇈	*	*	*	*	*	*	*
Engine Cooling	*	⇈	⇈	*	*	*	*	*	*	*
Trans. Major	*	⇈	⇈	*	*	*	*	*	*	*
Trans. Minor	*	⇈	⇈	*	*	*	*	*	*	*
Drive System	*	⇈	⇈	*	*	*	*	*	*	*
Fuel System	*	⇈	⇈	*	*	*	*	*	*	*
Electrical	*	⇈	⇈	*	*	*	*	*	*	*
Climate Syst.	*	⇈	⇈	*	*	*	*	*	*	*
Suspension	*	⇈	↓	*	*	*	*	*	*	*
Brakes	*	!	⇊	*	*	*	*	*	*	*
Exhaust	*	⇈	⇈	*	*	*	*	*	*	*
Paint/Trim	*	⇈	⇈	*	*	*	*	*	*	*
Noises & Leaks	*	⇈	⇈	*	*	*	*	*	*	*
Body Hardware	*	⇈	⇈	*	*	*	*	*	*	*
Power Equip.	*	⇈	⇈	*	*	*	*	*	*	*
In-Car Electr.	*	⇈	!	*	*	*	*	*	*	*

PRICES

2013	$14,500 - $31,400
2014	$17,700 - $36,300
2015	$19,300 - $25,700
2016	$21,500 - $25,400
2017	$24,100 - $29,000
2018	$32,200 - $32,900
2019	$35,600 - $36,500
2020	$38,900 - $40,100
2021	$43,800 - $45,000
2022	$48,400 - $66,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	↑/⇈
2014	Good	NT	↑/⇈
2015	Good	NT	↑/⇈
2016	Good	NT	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Lexus LS

Lexus' flagship is a sedate freeway cruiser that emphasizes quietness and road isolation. All seating positions are extremely comfortable. Handling is sound but don't confuse this with a luxury sports sedan. Unlike most of its competitors, the controls are mostly user-friendly. Engines grew in displacement and an eight-speed automatic became standard. Hybrid, all-wheel drive, and long-wheelbase versions are available. 2013 brought a freshening with a more cumbersome infotainment system. The 2018 redesign piled on complicated controls and worsened the ride. Available with rear or all-wheel drive, the 3.5-liter V6 turbo engine is coupled to a 10-speed automatic. Despite good acceleration times, the car feels hesitant at low speeds. The wide car is too bulky to feel nimble. The optional air suspension lets bumps punch through more often than they should. The cabin is nicely trimmed and luxurious but the controls are extremely convoluted.

REDESIGN/FRESHENING:
2013, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2018.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	⇈	*	*	*	⇈	*	*	*	*	*
Engine, Major	⇈	*	*	*	⇈	*	*	*	*	*
Engine Minor	⇈	*	*	*	↑	*	*	*	*	*
Engine Cooling	⇈	*	*	*	⇈	*	*	*	*	*
Trans. Major	⇈	*	*	*	⇈	*	*	*	*	*
Trans. Minor	⇈	*	*	*	⇈	*	*	*	*	*
Drive System	⇈	*	*	*	⇈	*	*	*	*	*
Fuel System	⇈	*	*	*	⇈	*	*	*	*	*
Electrical	⇈	*	*	*	↑	*	*	*	*	*
Climate Syst.	⇊	*	*	*	⇈	*	*	*	*	*
Suspension	⇈	*	*	*	⇈	*	*	*	*	*
Brakes	⇈	*	*	*	⇈	*	*	*	*	*
Exhaust	⇈	*	*	*	⇈	*	*	*	*	*
Paint/Trim	⇈	*	*	*	⇈	*	*	*	*	*
Noises & Leaks	⇊	*	*	*	⇈	*	*	*	*	*
Body Hardware	⇈	*	*	*	⇈	*	*	*	*	*
Power Equip.	⇈	*	*	*	⇈	*	*	*	*	*
In-Car Electr.	↑	*	*	*	↑	*	*	*	*	*

PRICES

2013	$23,200 - $27,400
2014	$25,100 - $32,700
2015	$27,700 - $38,200
2016	$31,600 - $44,900
2017	$36,900 - $40,200
2018	$48,800 - $54,000
2019	$53,500 - $59,600
2020	$61,000 - $73,300
2021	$71,100 - $76,600
2022	$75,700 - $82,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Lexus LX

Lexus uses a rebadged, upscale Toyota Land Cruiser for its top-trim LX. It is one of the few SUVs that is both capable off-road and civilized on pavement. It has a slick powertrain, a comfortable ride, and a quiet, nicely appointed cabin. Added features over the Land Cruiser include a height-adjustable air suspension and a power-adjustable steering wheel. Five adults can fit quite comfortably, but the power folding third-row seat folds up to the side of the interior, taking up cargo room. Our tested Land Cruiser only got 14 mpg overall. It was impressive off road: the crawl mode manages throttle and braking over tough terrain. Updates for 2016 included a standard eight-speed automatic and blind spot warning, and 2017 models got more standard safety gear. A five-passenger version arrived for 2018. The redesigned 2022 model is based on the new Toyota Land Cruiser, which isn't coming to North America.

REDESIGN/FRESHENING:
2008, 2022

SAFETY EQUIPMENT:
ABS, ESC, front- and rear- side, and head protection air bags standard. FCW, AEB, and BSW standard from 2017.

DRIVE WHEELS:
4WD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$31,300 - $31,300
2014	$34,400 - $34,400
2015	$39,700 - $39,700
2016	$52,700 - $52,700
2017	$58,500 - $58,500
2018	$62,200 - $65,000
2019	$67,100 - $70,400
2020	$73,600 - $77,400
2021	$80,100 - $86,900
2022	$119,600 - $160,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Lexus NX ✓

The NX luxury compact SUV is based on the Toyota RAV4 and uses a 2.0-liter, turbo four-cylinder engine mated to a six-speed automatic. This combination works well and delivers 24 mpg overall. The NX 300h hybrid uses a 194-hp engine with a CVT, and its 29 mpg overall is among the most fuel efficient SUVs we've tested. The NX delivers a sportier, less cushy driving experience than the larger RX. The interior is adorned with nice stitching but some cheap touches are evident, and the cabin is snug. Elbow room is a bit tight, and the styling compromises rear visibility and crimps cargo space. The fussy touchpad that's used to interact with the infotainment screen is requires a distracting level of focus to manipulate. With the 2018 freshening, the NX received lots of standard safety features. The redesigned 2022 NX has more engine choices and the hybrid gets an impressive 38 mpg overall.

REDESIGN/FRESHENING:
2015, 2022

SAFETY EQUIPMENT:
ABS, ESC, front- and rear- side, and head protection air bags standard. FCW, AEB, and BSW standard from 2018.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability			⇈	↑	⇈	⇈	⇈	⇈	⇈	↑
Engine, Major			⇈	⇊	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor			⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling			⇈	⇊	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major			⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor			⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System			↑	⇈	↑	⇈	↑	⇈	⇈	⇈
Fuel System			⇈	⇈	⇈	⇊	↑	⇈	⇈	⇈
Electrical			⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.			⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Suspension			⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Brakes			⇈	ǀ	ǀ	⇈	⇈	⇈	⇈	↓
Exhaust			⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim			↑	ǀ	⇈	⇈	↑	⇈	⇈	⇈
Noises & Leaks			ǀ	⇈	⇈	↑	⇈	⇈	↑	⇈
Body Hardware			↑	↓	⇈	⇈	⇈	⇈	⇈	⇈
Power Equip.			⇈	↑	⇈	ǀ	⇈	↑	⇈	⇈
In-Car Electr.			⇊	⇈	⇈	↑	↓	ǀ	⇈	⇊

PRICES

2013	-
2014	-
2015	$21,600 - $24,000
2016	$22,800 - $26,200
2017	$25,900 - $28,900
2018	$28,200 - $32,400
2019	$30,100 - $35,000
2020	$32,600 - $40,700
2021	$35,300 - $44,500
2022	$40,700 - $61,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	NT

Lexus RC

The RC is an aggressively styled sports coupe with seating for four. Essentially a coupe version of the IS sedan, it uses a standard 3.5-liter V6 engine hooked up to an eight-speed automatic. An all-wheel drive version is available with a six-speed automatic. Top-trim RC F versions, fitted with a 467-hp, 5.0-liter V8, target the BMW M4. That prodigious output is routed to the rear wheels with a torque-vectoring differential, which sends power to the wheel that has the most grip. The RC F is super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises agility. The 2018 model brought lots of standard safety equipment.

REDESIGN/FRESHENING: 2015

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS: AWD; Rear

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	'21	'22
Overall Reliability			*	*	*	*	*	*	*	*
Engine, Major			*	*	*	*	*	*	*	*
Engine Minor			*	*	*	*	*	*	*	*
Engine Cooling			*	*	*	*	*	*	*	*
Trans. Major			*	*	*	*	*	*	*	*
Trans. Minor			*	*	*	*	*	*	*	*
Drive System			*	*	*	*	*	*	*	*
Fuel System			*	*	*	*	*	*	*	*
Electrical			*	*	*	*	*	*	*	*
Climate Syst.			*	*	*	*	*	*	*	*
Suspension			*	*	*	*	*	*	*	*
Brakes			*	*	*	*	*	*	*	*
Exhaust			*	*	*	*	*	*	*	*
Paint/Trim			*	*	*	*	*	*	*	*
Noises & Leaks			*	*	*	*	*	*	*	*
Body Hardware			*	*	*	*	*	*	*	*
Power Equip.			*	*	*	*	*	*	*	*
In-Car Electr.			*	*	*	*	*	*	*	*

PRICES

2013	-
2014	-
2015	$24,900 - $36,700
2016	$24,600 - $40,000
2017	$26,600 - $44,400
2018	$31,200 - $49,100
2019	$34,700 - $54,600
2020	$38,100 - $75,200
2021	$40,800 - $80,700
2022	$44,700 - $89,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT

Lexus RX ✓

While it isn't as sporty to drive as some competitors, the RX offers a cabin that's just as quiet and plush but with Lexus's proven track record of peerless reliability. The 2010 redesign brought even better fuel economy for both the V6 and hybrid versions, a more luxurious interior, and additional safety and connectivity features. Handling became more lackluster, though it is ultimately secure. A comfortable ride and easy cabin access makes the RX easy to live with. Inside is a well-finished, quiet and comfortable interior with room for five. The infotainment system uses a convoluted mouse-like controller. For the 2016 redesign, the V6 engine was paired with an eight-speed automatic. Updates for 2017 included lots of standard safety features. A 2020 freshening included suspension tweaks and a touchpad for the infotainment system.

REDESIGN/FRESHENING: 2016, 2023

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017. BSW standard from 2021.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	↑
Engine, Major	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇈	↓	↑	↑	↑	⇈	⇈	⇈
Engine Cooling	⇈	↑	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	↑	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Drive System	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	↑	⇈	⇈	⇈	⇈	↑	↑	⇈	⇈
Electrical	⇈	⇈	⇈	↑	⇈	⇈	↑	⇈	⇈	⇈
Climate Syst.	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	↑
Suspension	↑	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Brakes	⇈	↑	↑	↑	↑	⇈	⇈	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	↑	↑	⇈	⇈	⇈	⇈	↑	⇈	⇈
Noises & Leaks	⇈	↑	↑	↓	↑	⇈	↑	●	⇈	⇈
Body Hardware	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈
Power Equip.	↑	↓	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
In-Car Electr.	⇈	⇈	⇈	↑	⇈	↑	↑	↑	●	↑

PRICES

2013	$16,800 - $18,800
2014	$17,800 - $21,800
2015	$19,400 - $23,700
2016	$25,700 - $33,500
2017	$30,100 - $37,200
2018	$33,400 - $41,800
2019	$36,100 - $45,700
2020	$39,100 - $52,600
2021	$43,200 - $58,000
2022	$47,600 - $63,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	NT	↑/⇈
2015	Good	NT	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Lexus UX

Lexus's entry-level luxury SUV is the brand's smallest model. It has standard front-wheel drive, and all-wheel drive comes only on the hybrid version. The hybrid got an excellent 37 mpg overall in our tests, but its engine is very whiny when it revs. The UX has a comfortable ride, but it isn't as plush as the bigger, more-expensive Lexus SUVs. Handling is responsive and the compact size makes the UX very maneuverable, but the UX isn't sporty to drive. Visibility is limited all around, and some drivers felt too low in the UX, and would have liked a more commanding, SUV-like seating position. Interior is tight, particularly the rear seat. The interior is not as fancy as it is in other Lexus models. Updates also include a new touchscreen infotainment system. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

REDESIGN/FRESHENING:
2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019. BSW standard from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability							↑	!	↑	*
Engine, Major							⇈	⇈	⇈	*
Engine Minor							⇈	⇊	↓	*
Engine Cooling							⇈	!	⇈	*
Trans. Major							⇈	⇈	⇈	*
Trans. Minor							⇈	⇈	⇈	*
Drive System							⇈	⇈	⇈	*
Fuel System							⇈	⇈	⇈	*
Electrical							⇈	⇊	↓	*
Climate Syst.							!	⇈	⇈	*
Suspension							⇊	⇈	⇈	*
Brakes							⇈	!	⇈	*
Exhaust							⇈	⇈	⇈	*
Paint/Trim							⇊	⇈	⇈	*
Noises & Leaks							⇈	⇈	⇈	*
Body Hardware							⇊	⇈	⇈	*
Power Equip.							!	⇈	⇈	*
In-Car Electr.							!	!	⇈	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	$27,600 - $32,100
2020	$31,000 - $35,700
2021	$33,100 - $38,500
2022	$35,100 - $41,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Lincoln Aviator

The Aviator is a three-row luxury SUV that shares a platform with the Ford Explorer. It's powered by a 3.0-liter V6 turbo engine that provides effortless thrust. A plug-in hybrid is also available, but it prioritizes power over outright fuel economy. Handling is remarkably agile for such a large vehicle, the ride is comfortable, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. The large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight. Lincoln's standard Co-Pilot360 safety suite includes FCW, AEB with pedestrian detection, BSW, and RCTW.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								⇊	⇊	*
Engine, Major								⇈	⇈	*
Engine Minor								⇈	!	*
Engine Cooling								⇈	⇈	*
Trans. Major								↓	⇈	*
Trans. Minor								!	⇈	*
Drive System								↓	⇊	*
Fuel System								⇈	⇈	*
Electrical								↓	!	*
Climate Syst.								⇊	⇈	*
Suspension								⇊	⇊	*
Brakes								!	⇈	*
Exhaust								↓	⇈	*
Paint/Trim								⇊	⇊	*
Noises & Leaks								⇊	⇊	*
Body Hardware								⇊	⇈	*
Power Equip.								⇊	⇈	*
In-Car Electr.								⇊	⇊	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$42,300 - $66,400
2021	$46,100 - $72,900
2022	$52,800 - $83,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Lincoln Continental

Lincoln's high-tech flagship sedan is based on the accomplished MKZ. The base engine is a lackluster 3.7-liter V6. The 2.7-liter twin-turbo V6, however, packs a lot of punch. The top-level trims get a 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard, with all-wheel drive optional. The ride is very comfortable, and the cabin is super-quiet. Handling is responsive, but the car is intended to be a relaxed cruiser. The cabin is nicely finished and very roomy, particularly in the back. The standard front seats look unusual and compromise support. We're no fans of the push-button gear selector and the electronic buttons that are used instead of an interior door handle. In terms of pricing, the Continental competes with luxury midsized sedans. Updates for 2019 included lots of standard safety gear. 2020 was the Continental's final year.

REDESIGN/FRESHENING:
2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability					⏬	*	*	*		
Engine, Major					❗	*	*	*		
Engine Minor					⏬	*	*	*		
Engine Cooling					⏫	*	*	*		
Trans. Major					⏬	*	*	*		
Trans. Minor					⏬	*	*	*		
Drive System					⏫	*	*	*		
Fuel System					⏫	*	*	*		
Electrical					⏬	*	*	*		
Climate Syst.					⏬	*	*	*		
Suspension					⏫	*	*	*		
Brakes					⏫	*	*	*		
Exhaust					⏫	*	*	*		
Paint/Trim					⏬	*	*	*		
Noises & Leaks					⏬	*	*	*		
Body Hardware					⏬	*	*	*		
Power Equip.					❗	*	*	*		
In-Car Electr.					⏬	*	*	*		

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$17,900 - $28,700
2018	$22,000 - $30,400
2019	$24,800 - $42,400
2020	$31,300 - $46,300
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	⏫/⏫
2018	Good	Good	⏫/⏫
2019	Good	Good	⏫/⏫
2020	Good	Good	⏫/⏫
2021	-	-	-
2022	-	-	-

Lincoln MKC, Corsair ✓

The MKC includes luxury and high-tech features, but this Ford Escape based vehicle falls short of the class leaders. Power is strong, particularly from the 2.3-liter turbo four-cylinder, but it returned just 19-mpg overall in our tests. Combined with the small gas tank, that results in a short cruising range. A fussy push-button shifter controls the six-speed automatic. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure, but agility trails most rivals. A quiet cabin, plush trim, easy access, and decent rear seat room enhance livability, but rear visibility is limited. For the 2016 model year, Sync 3 replaced the much-maligned MyLincoln Touch. The much improved Corsair, based on the current Escape, replaced the MKC in 2020. The standard 2.0-liter turbo provides plenty of motivation, so we don't think the optional 2.3-liter turbo is necessary. The Corsair rides very comfortably and is quiet inside.

REDESIGN/FRESHENING:
2015, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability			🔼	*	⏫	*	🔼	⏫	🔼	⏫
Engine, Major			⏫	*	⏫	*	⏫	⏫	⏫	⏫
Engine Minor			⏫	*	🔼	*	⏫	⏫	⏫	⏫
Engine Cooling			⏫	*	⏫	*	⏫	⏫	⏫	⏫
Trans. Major			🔽	*	⏫	*	⏫	⏫	⏫	⏫
Trans. Minor			🔽	*	⏫	*	❗	⏫	⏫	⏫
Drive System			⏫	*	⏫	*	❗	⏫	⏫	⏫
Fuel System			❗	*	⏫	*	⏫	⏫	⏫	⏫
Electrical			⏬	*	🔼	*	⏫	⏫	⏫	⏫
Climate Syst.			🔼	*	⏬	*	⏫	⏫	⏫	⏫
Suspension			❗	*	⏫	*	⏫	🔼	⏫	⏫
Brakes			❗	*	🔼	*	⏬	⏫	⏫	⏫
Exhaust			🔽	*	❗	*	⏫	⏫	⏫	⏫
Paint/Trim			⏫	*	❗	*	⏫	⏫	⏬	⏫
Noises & Leaks			⏬	*	⏫	*	❗	⏬	⏬	⏫
Body Hardware			⏫	*	❗	*	❗	⏫	⏬	⏫
Power Equip.			⏬	*	⏫	*	❗	⏫	⏫	⏫
In-Car Electr.			⏬	*	❗	*	⏫	⏬	🔼	🔼

PRICES

2013	-
2014	-
2015	$14,100 - $17,400
2016	$15,000 - $21,200
2017	$16,900 - $23,200
2018	$20,000 - $27,900
2019	$23,200 - $31,900
2020	$29,300 - $36,000
2021	$31,800 - $45,500
2022	$34,600 - $49,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	Good	NT	🔼/⏫
2016	Good	NT	🔼/⏫
2017	Good	NT	🔼/⏫
2018	Good	NT	🔼/⏫
2019	Good	NT	🔼/⏫
2020	Good	Good	⏫/⏫
2021	Good	Good	⏫/⏫
2022	Good	Good	⏫/⏫

Lincoln MKS

The Lincoln MKS, a Ford Taurus-based sedan, debuted in 2009 with a 3.7-liter V6 that provides good power but isn't particularly refined. In lieu of a V8, a turbocharged V6 is available, as is all-wheel-drive. The ride is comfortable but not always settled. Handling is secure but lacks agility, and none of the three-mode suspension settings are ideal. The interior is roomy, but the driving position and foot well are narrow. Despite some nice interior materials, some details come up short. A short opening limits the usefulness of the otherwise huge trunk, and a high rear deck restricts rear visibility. More recent models gained the MyLincoln Touch infotainment system, which is convoluted and frustrating to use. The outdated and outclassed MKS was replaced by the stylish, all-new Continental in 2017.

REDESIGN/FRESHENING:
2009, 2013

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*						
Engine, Major	*	*	*	*						
Engine Minor	*	*	*	*						
Engine Cooling	*	*	*	*						
Trans. Major	*	*	*	*						
Trans. Minor	*	*	*	*						
Drive System	*	*	*	*						
Fuel System	*	*	*	*						
Electrical	*	*	*	*						
Climate Syst.	*	*	*	*						
Suspension	*	*	*	*						
Brakes	*	*	*	*						
Exhaust	*	*	*	*						
Paint/Trim	*	*	*	*						
Noises & Leaks	*	*	*	*						
Body Hardware	*	*	*	*						
Power Equip.	*	*	*	*						
In-Car Electr.	*	*	*	*						

PRICES

2013	$10,500 - $11,300
2014	$12,100 - $13,300
2015	$13,200 - $14,800
2016	$14,300 - $15,900
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	⇈/⇈
2014	Good	Poor	⇈/⇈
2015	Good	Poor	⇈/⇈
2016	Good	Poor	⇈/⇈
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Lincoln MKX, Nautilus

Lincoln's first midsize SUV, the car-based MKX, arrived in 2007. A luxurious version of the Ford Edge, the MKX uses Ford's 3.5-liter V6 and six-speed automatic, a combination that delivered strong performance. The ride is comfortable, but handling lacks agility. Rear visibility isn't very good. The MyLincoln Touch infotainment system on more recent versions is distracting and tedious to use. The cabin is nicely appointed and relatively quiet, but doesn't match up to the competition. A 2016 redesign brought a turbo V6 with smooth power and agile handling. A much better Sync 3 infotainment system replaced MyLincoln Touch. For 2019 the freshened MKX was renamed Nautilus. We found that the optional 2.7-liter turbo V6 delivers effortless power, and the SUV has a comfortable ride, a quiet cabin, and agile handling. The Nautilus got the improved Sync 4 infotainment system for 2021. The SUV's only knock is its unintuitive push-button gear selector, which is a far reach away and difficult to operate without looking.

REDESIGN/FRESHENING:
2011, 2016, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	**'19**	'20	'21	'22
Overall Reliability	↓	*	*	↑	↑	↑	⇊	↑	⇈	*
Engine, Major	⇈	*	*	⇈	↓	⇈	○	⇈	⇈	*
Engine Minor	⇊	*	*	↑	⇈	⇈	↑	⇈	⇈	*
Engine Cooling	↓	*	*	⇈	⇈	⇈	○	⇈	⇈	*
Trans. Major	⇊	*	*	↑	⇈	○	↑	○	⇈	*
Trans. Minor	○	*	*	↑	⇈	○	↑	⇈	⇈	*
Drive System	⇊	*	*	⇈	⇈	⇈	↓	○	⇈	*
Fuel System	○	*	*	↓	⇈	⇈	⇊	⇈	⇈	*
Electrical	⇈	*	*	↑	○	⇈	↑	⇈	⇈	*
Climate Syst.	⇊	*	*	↑	⇈	⇈	↓	⇈	⇈	*
Suspension	○	*	*	↓	⇊	⇊	↓	⇈	⇈	*
Brakes	⇊	*	*	↓	⇈	○	⇈	⇈	⇈	*
Exhaust	⇈	*	*	↑	↓	⇈	○	↑	⇈	*
Paint/Trim	○	*	*	⇈	⇈	⇈	○	⇈	↓	*
Noises & Leaks	⇈	*	*	○	⇊	○	○	↑	⇈	*
Body Hardware	⇈	*	*	⇈	↑	○	↑	⇈	⇈	*
Power Equip.	○	*	*	⇊	↑	○	↓	↑	⇈	*
In-Car Electr.	↑	*	*	⇊	⇊	↓	⇊	↓	⇈	*

PRICES

2013	$11,600 - $12,900
2014	$13,200 - $14,300
2015	$15,400 - $16,900
2016	$16,600 - $24,000
2017	$20,000 - $28,700
2018	$23,400 - $34,200
2019	$28,200 - $41,300
2020	$32,700 - $48,700
2021	$37,000 - $56,600
2022	$41,600 - $63,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	○/⇈
2014	Good	NT	○/⇈
2015	Good	NT	○/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Lincoln MKZ ✓

The MKZ is based on the capable Ford Fusion. Its 2010 freshening saw improvements to the turning circle, improved interior materials, and a quieter cabin. The ride became more supple and controlled, and handling more responsive. A hybrid arrived in 2011. The 2013 redesign brought a much better car, with an improved ride, handling that rivaled some European sports sedans, and a far more luxurious interior. Engine choices were a turbo four-cylinder as well as a V6 and a hybrid. But the MyLincoln Touch infotainment system is cumbersome to use, the push-button gear shifter and touch-sensitive controls were frustrating, and the sleek styling compromised cabin access and rear-seat room. A 2017 freshening included new engines, easier to use controls, and more premium interior appointments. Updates for 2019 included lots of standard safety gear. 2020 was the final year for the MKZ.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2013	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	⇈	⇈	!	⇈	⇈	!	⇈		
Engine, Major	*	⇈	⇈	↓	⇈	⇈	⇈	⇈		
Engine Minor	*	⇈	↓	⇈	↓	⇈	⇊	⇈		
Engine Cooling	*	⇈	⇈	!	⇈	⇈	⇈	⇈		
Trans. Major	*	⇈	⇈	⇈	⇈	⇈	⇊	⇈		
Trans. Minor	*	⇈	⇈	⇈	⇈	⇈	⇊	⇈		
Drive System	*	↑	⇈	⇈	!	⇈	⇈	⇈		
Fuel System	*	⇈	⇈	↓	↑	⇈	⇈	⇈		
Electrical	*	⇈	↓	⇊	↑	⇈	⇈	⇈		
Climate Syst.	*	!	⇈	⇈	⇈	⇈	!	⇈		
Suspension	*	↑	↓	↑	↑	⇈	⇈	⇈		
Brakes	*	⇈	⇈	↑	⇈	↑	⇈	⇈		
Exhaust	*	⇈	⇈	⇈	⇊	⇈	⇈	⇈		
Paint/Trim	*	↑	⇈	⇊	⇈	⇊	⇈	!		
Noises & Leaks	*	↑	⇈	⇈	↑	⇊	⇈	⇈		
Body Hardware	*	↑	⇊	!	⇈	⇊	⇈	⇈		
Power Equip.	*	⇈	⇈	⇈	!	⇈	!	⇈		
In-Car Electr.	*	!	!	⇈	!	↑	↑	⇈		

PRICES

2013	$10,700 - $11,600
2014	$11,600 - $13,600
2015	$12,900 - $18,900
2016	$14,800 - $20,200
2017	$17,100 - $26,600
2018	$19,700 - $31,900
2019	$22,200 - $28,700
2020	$27,100 - $32,600
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	⇈/↑
2014	Good	Accpt.	⇈/↑
2015	Good	Accpt.	⇈/↑
2016	Good	Accpt.	⇈/↑
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	-	-	-
2022	-	-	-

Lincoln Navigator

The Navigator is more-luxurious version of the Ford Expedition. In 2015 a turbo six-cylinder engine became standard, but fuel economy only went up to 15 mpg overall. In 2018 the Navigator was redesigned. The cabin is quiet, elegant-looking, and full of high-tech features. There is a bit of rocking feeling at low speeds, but the ride improves and is more comfortable on the highway. Handling, however, is cumbersome, even for a large SUV. The twin-turbo V6 and 10-speed automatic easily moves the Navigator down the road and is capable of towing 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Seven- and eight-seat configurations are available; both pamper passengers with heated seats, a variety of connectivity features, and a hospitable third row. 2020 brought standard FCW, AEB with pedestrian detection, BSW, and RCTW.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2007, 2015, 2018	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.	4WD; AWD; Rear

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$13,200 - $16,500
2014	$16,200 - $17,900
2015	$19,200 - $22,000
2016	$22,800 - $29,800
2017	$28,500 - $36,100
2018	$35,100 - $55,400
2019	$38,200 - $62,200
2020	$54,400 - $72,900
2021	$67,200 - $91,300
2022	$84,200 - $106,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	↑/⇈
2014	NT	NT	↑/⇈
2015	NT	NT	⇈/⇈
2016	NT	NT	⇈/⇈
2017	NT	NT	⇈/⇈
2018	NT	NT	⇈/⇈
2019	NT	NT	⇈/⇈
2020	NT	NT	⇈/⇈
2021	NT	NT	⇈/⇈
2022	NT	NT	NT/⇈

Maserati Ghibli

The Ghibli is Maserati's more-attainable luxury sedan. It uses a Ferrari-developed 345-hp, turbo V6 mated to an eight-speed automatic, driving the rear wheels. The SQ 4 all-wheel-drive version has a 404-hp turbo V6. The platform is based on the Chrysler 300, but the Ghibli's interior, driving dynamics, and exhaust note are all Italian. Handling is sporty and agile, and the engine emits a distinctive bark. The interior is full of high quality leather and suede, and most controls are easy to use, including Chrysler's UConnect touch screen. The ride is stiff and the rear seat is cramped. Updates for 2016 included a powered/hands-free trunk opener, a start/stop system for the engine, and a few other interior trim updates. The V6 turbo engines gained 20 hp for 2018.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. BSW standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	-
2014	$15,800 - $17,100
2015	$17,300 - $18,400
2016	$19,200 - $21,800
2017	$22,200 - $27,400
2018	$28,300 - $34,900
2019	$33,600 - $43,300
2020	$37,700 - $49,300
2021	$55,900 - $88,100
2022	$70,400 - $102,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT
2018	Good	NT	NT
2019	Good	NT	NT
2020	Good	NT	NT
2021	Good	NT	NT
2022	Good	NT	NT

Mazda3 ✓

The Mazda3 has responsive handling, a firm ride, and very good interior quality. The 2014 redesign kept the super-sharp handling, sprightly yet efficient engines, and smooth transmissions. Ride comfort takes a back seat to sporty handling and interior noise levels are a bit high, though a later update added noise insulation. The four-door sedan has a good sized trunk, while the hatchback offers more flexibility. Mazda's 2019 redesign kept the 2.5-liter four-cylinder and six-speed transmissions. All wheel drive was added. Handling is nimble but less sporty than past versions, and the ride is firm, but absorbs impacts well. The cabin is relatively quiet and nicely finished. The infotainment system became a bit more challenging to use. For 2021 a new 2.0-liter became the base engine, and the optional much more powerful 2.5-liter turbo is coupled to all-wheel drive. The sedan bodystyle is much easier to find than the hatchback.

REDESIGN/FRESHENING:
2010, 2014, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	❙	⇈	⇈	↑	⇈	⇈	⇊	↑	❙	*
Engine, Major	❙	↑	↑	❙	⇈	⇈	❙	⇈	↑	*
Engine Minor	↓	↑	⇈	❙	⇈	⇈	↑	⇈	⇈	*
Engine Cooling	⇈	⇈	⇈	❙	⇈	⇈	⇈	⇈	⇈	*
Trans. Major	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	*
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Drive System	↓	⇈	↑	⇈	⇈	⇈	⇊	⇈	↑	*
Fuel System	⇈	❙	⇈	⇈	↑	⇈	⇈	⇈	⇈	*
Electrical	↓	↑	↑	↑	↑	↑	↓	⇈	⇈	*
Climate Syst.	⇈	⇈	↑	⇈	⇈	⇈	↑	❙	⇈	*
Suspension	↓	⇊	❙	↑	⇈	↑	⇊	❙	⇈	*
Brakes	❙	❙	↓	❙	❙	⇈	⇈	❙	⇈	*
Exhaust	⇊	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	⇈	↑	↑	↑	⇈	⇈	⇊	⇊	↑	*
Noises & Leaks	❙	❙	↑	⇈	↑	❙	⇊	⇈	⇈	*
Body Hardware	❙	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈	*
Power Equip.	⇊	⇈	⇈	↑	⇈	⇈	⇊	❙	⇊	*
In-Car Electr.	❙	⇊	⇊	⇊	⇊	↓	⇊	⇈	↑	*

PRICES

2013	$8,200 - $12,700
2014	$9,500 - $13,700
2015	$11,100 - $15,300
2016	$13,200 - $16,700
2017	$14,700 - $17,300
2018	$15,800 - $20,300
2019	$17,700 - $24,200
2020	$18,700 - $25,800
2021	$18,700 - $29,200
2022	$19,600 - $31,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	⇈/❙
2014	Good	Good	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	NT
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Mazda6 ✓

While the Mazda 6's ride was compliant and the brakes excellent, the four-cylinder engine lacked refinement, the V6 engine was thirsty, and the car scored Poor in the IIHS side-crash test without side airbags. A new Mazda6 arrived for 2014. We got an excellent 32 mpg overall from the smooth four-cylinder and six-speed automatic. Acceleration doesn't suffer for fuel economy, with the Mazda6 returning slightly above average performance. The car is also agile and capable in corners, with a taut but firm ride. However, the cabin is loud, particularly on the highway; updates for 2016 helped some. The well-finished cabin has supportive seats, although the rear seats are relatively tight for this class. The infotainment system's console-mounted knob takes some time to master. The major refresh for 2018 improved ride comfort and noise isolation, and included lots of standard safety equipment. 2021 was the final year for the 6.

REDESIGN/FRESHENING:
2009, 2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2018.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	⇈	⇈	↑	⇈	⇈	*	*	⇊	
Engine, Major	*	⇈	⇈	⇈	⇈	!	*	*	⇈	
Engine Minor	*	⇈	⇈	↓	↑	!	*	*	⇊	
Engine Cooling	*	⇈	⇈	↑	⇈	⇈	*	*	⇈	
Trans. Major	*	⇈	!	↑	⇈	⇈	*	*	⇈	
Trans. Minor	*	↓	⇈	⇈	↑	⇈	*	*	⇈	
Drive System	*	⇈	↑	⇈	!	⇈	*	*	⇈	
Fuel System	*	↑	⇈	!	!	⇈	*	*	⇈	
Electrical	*	!	↑	↑	⇈	!	*	*	↓	
Climate Syst.	*	⇈	↑	⇈	⇈	⇈	*	*	↓	
Suspension	*	!	!	!	↑	⇈	*	*	⇈	
Brakes	*	!	↓	↓	!	⇈	*	*	⇈	
Exhaust	*	⇊	⇈	⇈	⇈	⇈	*	*	⇈	
Paint/Trim	*	!	↓	⇈	↑	⇊	*	*	⇊	
Noises & Leaks	*	↑	⇈	⇈	↑	⇈	*	*	↓	
Body Hardware	*	↑	⇈	↑	⇈	⇈	*	*	↓	
Power Equip.	*	⇈	⇈	↑	⇈	⇈	*	*	⇊	
In-Car Electr.	*	↑	↑	⇊	⇊	⇈	*	*	⇊	

PRICES

2013	$8,400 - $12,400
2014	$11,000 - $12,800
2015	$12,500 - $14,900
2016	$13,700 - $17,000
2017	$16,600 - $22,300
2018	$17,200 - $25,600
2019	$19,700 - $28,200
2020	$20,700 - $29,700
2021	$22,800 - $32,600
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	!/↑
2014	Good	Accpt.	↑/⇈
2015	Good	Accpt.	↑/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	-	-	-

Mazda CX-3

Mazda's entry in the mini-utility segment delivers agile, fun-to-drive handling; a solid and substantial feel; and good fuel economy. The ride is stiff, particularly on versions with the 18-inch wheels and tires. Noise levels are high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 2.0-liter four-cylinder and a six speed automatic. It's a smooth, willing mill but isn't overly powerful. The infotainment system includes a 7-inch center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The cabin is narrow and the rear seat is very tight. Cargo space is tiny. Updates for 2018 included lots of standard safety features. 2021 was the final year for the CX-3.

REDESIGN/FRESHENING:
2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability				⇈	*	*	↑	*	*	
Engine, Major				⇈	*	*	⇈	*	*	
Engine Minor				⇈	*	*	⇈	*	*	
Engine Cooling				⇈	*	*	⇈	*	*	
Trans. Major				⇈	*	*	⇈	*	*	
Trans. Minor				⇈	*	*	⇈	*	*	
Drive System				⇈	*	*	↓	*	*	
Fuel System				⇈	*	*	⇈	*	*	
Electrical				⇈	*	*	⇈	*	*	
Climate Syst.				⇊	*	*	⇊	*	*	
Suspension				⇈	*	*	⇈	*	*	
Brakes				⇊	*	*	↓	*	*	
Exhaust				!	*	*	⇈	*	*	
Paint/Trim				⇈	*	*	↓	*	*	
Noises & Leaks				⇈	*	*	⇈	*	*	
Body Hardware				⇈	*	*	⇈	*	*	
Power Equip.				⇈	*	*	⇈	*	*	
In-Car Electr.				⇈	*	*	⇈	*	*	

PRICES

2013	-
2014	-
2015	-
2016	$14,600 - $17,200
2017	$15,700 - $18,700
2018	$17,100 - $21,000
2019	$18,600 - $22,600
2020	$20,300 - $21,400
2021	$21,500 - $22,400
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	-	-	-

Mazda CX-30

Based on the Mazda3, the CX-30 fills the gap in price and size between the CX-3 and CX-5 SUVs. The standard powertrain is a 2.5-liter four-cylinder engine and six-speed automatic transmission. Front-wheel drive is standard, and all-wheel drive is optional. In everyday driving, acceleration feels tepid--wringing out more power requires a heavy foot on the accelerator. Fuel economy of 28 mpg overall is respectable. The CX-30 benefits from responsive handling, but its ride is rather firm and a bit jumpy, and the engine sounds raspy. The frustrating infotainment system requires multiple steps to complete simple tasks. The interior is well-trimmed but snug--especially the rear seat. Small side windows hurt outward visibility. Updates for 2021 included standard Android Auto and Apple CarPlay compatibility for all versions. There's also a new 2.5-liter turbo engine available, which comes with standard all-wheel drive.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability								I	I	↑
Engine, Major								⇈	↑	⇈
Engine Minor								⇊	⇊	⇈
Engine Cooling								⇊	⇈	⇈
Trans. Major								⇈	⇈	⇈
Trans. Minor								⇈	⇈	⇈
Drive System								⇈	↑	⇈
Fuel System								⇈	⇈	⇈
Electrical								⇈	⇊	⇈
Climate Syst.								⇈	⇈	⇈
Suspension								⇈	⇈	⇈
Brakes								⇈	⇈	I
Exhaust								⇈	⇈	⇈
Paint/Trim								⇊	⇈	I
Noises & Leaks								↑	⇈	⇈
Body Hardware								↑	⇈	I
Power Equip.								↑	⇈	⇈
In-Car Electr.								↑	⇈	⇈

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$20,900 - $25,800
2021	$21,800 - $28,200
2022	$23,300 - $29,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Mazda CX-5 ✓

The CX-5 has agile handling, with quick, well-weighted steering that makes the CX-5 fun in corners. But we found the ride to be choppy and the cabin is loud. Both the 2.0-liter and the more powerful and responsive 2.5-liter engines returned an impressive 25 mpg overall in our tests. The six-speed automatic is smooth. The interior is roomy and versatile, and the controls are simple to use. Recent models have a rotary knob and a screen on the dash, but it takes some time to get used to it. It's easy to find upscale features on the Grand Touring version. Updates for 2019 included a new top-shelf Signature model, which adds special leather trim, and a 227-hp turbo four-cylinder. AEB with pedestrian detection became standard for 2020. Updates for 2021 include a new infotainment system. The system, however, isn't a touch screen; users must adjust audio and infotainment features using steering wheel controls or the rotary controller and buttons mounted between the front seats.

REDESIGN/FRESHENING:
2013, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability	I	↑	⇈	⇈	⇈	⇈	↑	↑	↑	↑
Engine, Major	⇈	⇈	⇈	⇈	↑	↑	↑	⇈	⇈	⇈
Engine Minor	⇊	I	↑	↑	⇈	⇈	↑	⇈	⇈	⇈
Engine Cooling	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↓	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	↓	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Drive System	↑	↑	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈
Fuel System	↓	⇈	⇈	⇈	⇈	I	⇈	⇈	⇈	⇈
Electrical	↓	⇈	⇈	↑	⇈	⇈	⇈	↑	⇈	⇈
Climate Syst.	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	↑
Suspension	I	I	I	↑	↑	⇈	⇈	⇈	⇈	⇈
Brakes	↓	↓	I	↓	⇊	I	↑	⇈	↑	⇈
Exhaust	I	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈	↑	↑	I	↑	I	I	⇈
Noises & Leaks	↑	↑	↑	↑	↑	⇈	⇈	⇈	↑	⇈
Body Hardware	↑	↑	↓	↑	↑	⇈	↑	↑	⇈	⇈
Power Equip.	⇈	↑	⇈	↑	⇈	⇈	↑	⇈	⇈	⇈
In-Car Electr.	⇈	I	↑	I	⇊	I	I	↑	I	I

PRICES

2013	$9,300 - $11,800
2014	$10,600 - $13,200
2015	$12,100 - $15,400
2016	$13,900 - $16,800
2017	$17,400 - $19,800
2018	$18,400 - $22,300
2019	$20,500 - $27,400
2020	$21,900 - $29,800
2021	$23,000 - $31,900
2022	$25,500 - $35,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	↑/⇈
2014	Good	Good	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Mazda CX-9

This hidden gem is quiet, agile, and has an attractive interior. The third-row seat is small but relatively easy to access. The ride is firm and steady, yet comfortable. It uses a smooth, refined 3.7-liter V6. Look for a 2016 model or later, which has better crash-test results. The redesign brought a 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. We got an impressive 22 mpg overall. The SUV's nimble handling makes it feel like a smaller vehicle. The ride is very comfortable, and the cabin is commendably quiet. The interior is well-finished, particularly on high-end trims, and features comfortable seats, but the cockpit is snug and power-seat adjustments are limited. Mazda's dial-controlled infotainment system takes time to master. Slight suspension tweaks and noise reduction measures were also new. For 2020, captain's chairs in the second row became available. Updates for 2021 included a new infotainment system, but we found it more difficult to use.

REDESIGN/FRESHENING: 2007, 2016

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2018.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	*	⇊	*	⇈	*	⇈	⇈	↑	↓	⇈
Engine, Major	*	⇊	*	⇈	*	⇈	⇈	⇈	!	⇈
Engine Minor	*	↓	*	⇈	*	⇈	⇈	⇈	⇊	⇈
Engine Cooling	*	⇊	*	⇈	*	⇈	⇈	⇈	⇈	⇈
Trans. Major	*	!	*	⇈	*	⇈	⇈	⇈	⇈	⇈
Trans. Minor	*	⇊	*	!	*	↑	⇈	⇈	⇈	⇈
Drive System	*	⇊	*	⇈	*	⇈	⇈	⇈	↑	⇈
Fuel System	*	↓	*	⇈	*	⇈	⇈	!	⇈	⇈
Electrical	*	⇊	*	↓	*	↑	⇈	⇈	!	⇈
Climate Syst.	*	↓	*	⇈	*	⇊	⇊	⇈	↑	⇈
Suspension	*	↑	*	⇈	*	↑	↓	⇊	↑	⇈
Brakes	*	↓	*	↑	*	↓	↑	⇈	!	⇈
Exhaust	*	↓	*	⇈	*	⇈	⇈	⇈	⇈	⇈
Paint/Trim	*	⇊	*	⇊	*	!	↑	⇊	↑	⇈
Noises & Leaks	*	⇊	*	⇈	*	⇈	⇈	!	⇈	⇈
Body Hardware	*	⇊	*	!	*	↑	⇈	!	⇈	⇈
Power Equip.	*	⇊	*	↓	*	⇈	⇈	⇈	⇈	⇈
In-Car Electr.	*	⇊	*	⇊	*	!	↑	!	!	↓

PRICES

2013	$8,700 - $11,500
2014	$10,000 - $13,400
2015	$10,900 - $14,900
2016	$14,200 - $20,800
2017	$16,700 - $23,600
2018	$19,900 - $27,800
2019	$23,400 - $31,500
2020	$25,500 - $33,000
2021	$29,200 - $35,900
2022	$31,700 - $38,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	!/⇈
2014	Good	Poor	!/⇈
2015	Good	Poor	!/⇈
2016	NT	NT	NT
2017	Good	Good	NT
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Mazda MX-5 Miata ✓

The Miata is a fun-to-drive weekend toy, with a smooth-shifting manual transmission. Zesty performance, super-nimble handling, and precise steering have always made this car as enjoyable. You could easily raise and lower the top manually from the driver's seat. A power retractable hard top is also available. The ride is tolerable, and the constant road and engine noise can get tiring. Super-agile handling remains its long suit. Be prepared to travel light given the tight quarters and have some dexterity to get in and out of the low cabin. The 2016 redesign took the Miata back to its roots somewhat. Light weight lets the small 2.0-liter engine quickly scoot the roadster along. Handling is sublime, but the ride is still stiff and the seats lack support. Beginning with the 2017 model year, a retractable-hardtop fastback version, called MX-5 RF, was added to the lineup. For 2019, horsepower jumped from 155 to 181.

REDESIGN/FRESHENING: 2006, 2016

SAFETY EQUIPMENT: ABS and side air bags standard. ESC standard from 2012. FCW, AEB, and BSW standard from 2020.

DRIVE WHEELS: Rear

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	⇈	!	*	⇈	↑	⇈	*
Engine, Major	*	*	*	⇈	⇈	*	⇈	⇈	⇈	*
Engine Minor	*	*	*	⇈	↑	*	⇈	⇈	⇈	*
Engine Cooling	*	*	*	⇈	⇈	*	⇈	⇈	⇈	*
Trans. Major	*	*	*	⇈	⇈	*	⇈	⇈	⇈	*
Trans. Minor	*	*	*	⇈	↑	*	⇈	⇈	⇈	*
Drive System	*	*	*	⇈	⇈	*	⇈	⇈	⇈	*
Fuel System	*	*	*	⇈	⇈	*	⇈	⇈	⇈	*
Electrical	*	*	*	⇈	↑	*	⇈	⇈	⇈	*
Climate Syst.	*	*	*	⇈	↓	*	↑	⇊	⇈	*
Suspension	*	*	*	↑	↑	*	⇈	⇈	⇈	*
Brakes	*	*	*	⇈	↓	*	⇈	⇈	⇈	*
Exhaust	*	*	*	⇈	⇊	*	⇈	⇈	⇈	*
Paint/Trim	*	*	*	⇈	⇊	*	⇈	⇊	⇈	*
Noises & Leaks	*	*	*	⇈	⇊	*	⇈	⇈	⇈	*
Body Hardware	*	*	*	⇈	⇊	*	⇈	⇈	⇈	*
Power Equip.	*	*	*	⇈	↑	*	⇈	⇈	⇈	*
In-Car Electr.	*	*	*	↑	⇊	*	⇈	⇈	⇈	*

PRICES

2013	$12,900 - $16,200
2014	$14,100 - $16,900
2015	$14,500 - $18,400
2016	$16,200 - $18,600
2017	$18,000 - $23,200
2018	$18,600 - $24,200
2019	$19,500 - $26,200
2020	$20,900 - $27,900
2021	$22,000 - $29,400
2022	$23,600 - $33,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Mercedes-Benz C-Class

Just about every C-Class we've tested has been smooth, quick, quiet, and comfortable. You can usually count on a supple, quiet ride, as well as firm but very comfortable front seats. We liked the 2012 C250 with the polished turbo four-cylinder. The Luxury version had a steady ride and agile handling. Some controls are not that logical. The redesigned 2015 C-Class was a major upgrade with a luxurious ride, nimble handling, and impressively furnished interior, but controls remained complicated. For 2017, both coupe and convertible models joined the line. A new nine-speed automatic replaced the seven-speed unit for 2018. A refreshed 2019 C-Class included safety and technology updates, and more power. Changes for the 2020 model year included a new C350e plug-in hybrid model, and a larger 10-inch screen for the infotainment system. Driving enthusiasts will be drawn to the high-performance C63 AMG.

REDESIGN/FRESHENING:
2008, 2015, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. AEB standard from 2016; FCW from 2019; BSW from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	'21	**'22**
Overall Reliability	│	│	↑	│	│	↑	⇈	⇈	*	*
Engine, Major	↑	↑	↑	⇊	│	↑	⇈	⇈	*	*
Engine Minor	⇊	│	⇊	⇊	⇊	↑	⇈	⇈	*	*
Engine Cooling	⇈	↓	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Trans. Major	↑	│	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Trans. Minor	│	⇊	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Drive System	⇊	⇊	↑	⇈	⇊	⇈	⇈	⇈	*	*
Fuel System	↑	⇈	⇊	│	↓	⇊	⇈	⇈	*	*
Electrical	↓	↑	↓	⇊	⇊	↓	⇈	⇈	*	*
Climate Syst.	⇈	↓	⇈	⇊	↑	⇈	⇈	⇈	*	*
Suspension	↓	↑	│	⇊	⇊	⇈	│	⇈	*	*
Brakes	│	↓	↑	⇈	│	│	⇊	⇈	*	*
Exhaust	│	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Paint/Trim	⇊	⇊	↑	│	⇈	↑	⇈	⇊	*	*
Noises & Leaks	↓	│	⇊	⇊	⇈	⇈	↓	⇈	*	*
Body Hardware	⇊	↓	↑	↑	⇈	⇈	⇈	⇈	*	*
Power Equip.	⇊	⇊	⇈	⇈	⇈	↓	⇈	⇈	*	*
In-Car Electr.	│	│	↑	↑	│	↓	⇈	↑	*	*

PRICES

2013	$9,600 - $20,500
2014	$11,000 - $23,400
2015	$15,800 - $31,100
2016	$17,900 - $32,400
2017	$20,700 - $47,800
2018	$24,300 - $56,200
2019	$28,200 - $64,000
2020	$31,300 - $69,500
2021	$35,900 - $75,600
2022	$40,500 - $79,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	↑/⇈
2014	Good	Marg.	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	NT

Mercedes-Benz CLA

The sleek CLA250 is Mercedes' entry-level, compact, four-door coupe. It has a nicely-finished cabin and gets a respectable 28 mpg overall. But the 2.0-liter four-cylinder and seven-speed automatic lack refinement. It's quick, but power delivery is uneven. While fairly agile, the car rides stiffly. The cabin is noisy and cramped, especially in the rear, and the view out is seriously impaired. All-wheel drive is optional. The 2017 models get a standard backup camera, Android Auto capabilities added to the infotainment system, and minor interior and exterior styling updates. The redesigned 2020 model is better. It has a 2.0-liter four-cylinder turbo engine and a dual-clutch seven-speed automatic. Acceleration feels a bit hesitant in around-town driving, but there's decent power. Handling is quite nimble, but the ride is stiff. The interior is nicely finished and the front seats are supportive, the rear seat isn't as bad as the first generation, though it's hard to access. We found the infotainment system quite tricky to use.

REDESIGN/FRESHENING:
2014, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. AEB standard from 2016; FCW from 2020; BSW from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	-
2014	$14,300 - $19,200
2015	$15,500 - $22,600
2016	$17,100 - $26,400
2017	$18,600 - $30,000
2018	$23,000 - $36,400
2019	$25,500 - $39,400
2020	$30,500 - $46,000
2021	$34,400 - $51,700
2022	$36,500 - $54,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Mercedes-Benz CLS

The CLS sedan combines swoopy, coupe-like styling with four doors. But the low roof, small windows, and reduced interior space compromise access, visibility, and rear-seat room. For 2012 the car was extensively freshened, with a 4.6-liter twin-turbo V8 becoming standard. It's a highly-capable sporty sedan, with excellent interior fit and finish. The quick steering offers good feedback, and handling is capable but not really sporty. The ride is mostly steady, but some side-to-side motions are annoying. Noise levels in the cabin are hushed, but the controls are complicated. For 2019 the redesigned third-generation debuted and continued to rely on the same recipe: a sleek, low-slung sport sedan with some compromised visibility and cabin access. Fit and finish is excellent, but the controls are complicated. The base engine is a 362-hp turbocharged six-cylinder engine, marking Mercedes-Benz's return to an inline six-cylinder.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2012, 2019	ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2019.	AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$18,000 - $25,000
2014	$20,500 - $30,600
2015	$21,700 - $36,700
2016	$24,600 - $40,300
2017	$28,800 - $49,700
2018	$41,700 - $58,600
2019	$49,700 - $59,400
2020	$59,200 - $68,900
2021	$64,300 - $76,700
2022	$69,300 - $69,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Mercedes-Benz E-Class ✓

The E-Class has been among the best cars CR has tested, traditionally combining a first-class cabin with agile handling and a smooth ride. However, we didn't find the 2010 redesign as impressive as its predecessor. Handling is capable, but the steering isn't as communicative as it used to be. Subsequent updates, including a revised suspension, moved the car back to benchmark status. A frugal 2.1-liter four-cylinder diesel returns 30 mpg overall in our tests. Interior accommodations are plush, with comfortable and supportive seats, excellent fit and finish, and a large trunk. The Luxury trim is the one to go for, because the Sport has an overly-firm ride. A convertible, wagon, and coupe are offered. Note that the infotainment system on newer model years is distracting and unintuitive. The AMG E63 S wagon and sedan use a 603-hp, 4.0-liter turbo V8. Changes for 2020 included a new name for the entry-level model, now called E350 instead of E300, which got a boost in to 255 hp.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2010, 2017	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.	AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability	⇈	⇈	!	⇈	↑	↑	↑	!	⇊	*
Engine, Major	⇈	⇈	⇊	⇈	⇈	⇈	⇈	⇈	⇊	*
Engine Minor	⇈	⇈	↓	!	⇈	⇈	↑	⇊	⇊	*
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇊	*
Trans. Major	⇈	!	↑	⇈	⇊	⇈	⇈	⇈	⇊	*
Trans. Minor	⇊	⇈	⇊	⇈	⇈	⇈	⇈	⇈	⇊	*
Drive System	⇈	⇈	↑	⇈	⇈	⇈	↑	!	!	*
Fuel System	↑	↑	⇊	↑	↓	⇈	⇈	⇈	⇈	*
Electrical	↑	⇈	⇊	⇈	↑	⇈	↑	⇊	⇊	*
Climate Syst.	↑	↑	⇈	⇈	↑	⇈	↓	⇈	⇈	*
Suspension	↑	↑	⇈	⇈	!	⇊	⇈	⇈	⇈	*
Brakes	↓	!	⇈	↑	⇈	⇊	↑	⇈	!	*
Exhaust	↑	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	⇈	!	↑	⇈	↑	⇊	⇈	⇈	⇈	*
Noises & Leaks	⇈	!	!	!	↓	⇈	↑	⇊	⇈	*
Body Hardware	⇈	↑	↑	↓	↑	⇊	⇈	⇈	!	*
Power Equip.	⇈	⇈	⇊	⇈	⇈	⇈	↑	!	!	*
In-Car Electr.	!	⇈	⇈	⇈	!	↑	↑	⇈	⇊	*

PRICES

2013	$12,900 - $29,300
2014	$14,300 - $43,000
2015	$17,600 - $46,100
2016	$18,300 - $47,200
2017	$23,000 - $40,200
2018	$28,600 - $77,000
2019	$33,500 - $88,300
2020	$37,900 - $93,000
2021	$48,500 - $101,600
2022	$56,200 - $86,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Mercedes-Benz GLA

Essentially a raised wagon version of the CLA sedan, the GLA performed better in our tests than its sibling. It got 26 mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined and, combined with the engine's turbo lag, makes the GLA feel lethargic despite its quick acceleration times. Handling is fairly agile, but the ride is stiff, and the cabin is loud. Visibility, particularly to the rear, is poor. A front-drive version and a high-performance 375-hp GLA45 are available. The GLA is redesigned for 2021 and power comes from a 221-hp turbocharged four-cylinder engine mated to an eight-speed dual-clutch automatic. It's a quick car despite some initial hesitation during rolling stops. Fuel economy is commendable. The solid, substantial GLA feels taut and agile on the road, but the ride skews firm. The seats are comfortable and supportive and fit and finish is impressive. We found the elaborate infotainment system too distracting.

REDESIGN/FRESHENING:
2015, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. AEB standard from 2016; FCW from 2020; BSW from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability			*	*	*	*	*	*	*	*
Engine, Major			*	*	*	*	*	*	*	*
Engine Minor			*	*	*	*	*	*	*	*
Engine Cooling			*	*	*	*	*	*	*	*
Trans. Major			*	*	*	*	*	*	*	*
Trans. Minor			*	*	*	*	*	*	*	*
Drive System			*	*	*	*	*	*	*	*
Fuel System			*	*	*	*	*	*	*	*
Electrical			*	*	*	*	*	*	*	*
Climate Syst.			*	*	*	*	*	*	*	*
Suspension			*	*	*	*	*	*	*	*
Brakes			*	*	*	*	*	*	*	*
Exhaust			*	*	*	*	*	*	*	*
Paint/Trim			*	*	*	*	*	*	*	*
Noises & Leaks			*	*	*	*	*	*	*	*
Body Hardware			*	*	*	*	*	*	*	*
Power Equip.			*	*	*	*	*	*	*	*
In-Car Electr.			*	*	*	*	*	*	*	*

PRICES

2013	-
2014	-
2015	$16,300 - $22,300
2016	$17,500 - $24,900
2017	$19,600 - $28,400
2018	$21,900 - $32,000
2019	$24,800 - $36,400
2020	$27,200 - $28,500
2021	$31,900 - $47,600
2022	$34,400 - $50,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Mercedes-Benz GLB

The GLB compact SUV slots between Mercedes' GLA and the GLC. The GLB is boxier than those SUVs, with a square, upright stance. Despite its compact dimensions, the GLB offers an optional, albeit tight, third-row seat. Fortunately, the 2.0-liter turbo four-cylinder powertrain is more responsive than it is in its A-Class and CLA platform mates, and its eight-speed automatic is much better than the seven-speed in those models. We got a respectable 26 mpg overall in our tests. The GLB feels light on its feet and responsive in corners. The ride is firm, but steady and controlled. The cabin is well finished and quiet, with very good visibility, generous passenger and cargo room, and it's easy to get in and out of. Although the infotainment system is very capable and dazzling in appearance, we found it cumbersome to use. The GLB comes with either front- or all-wheel drive.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020. BSW standard from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								*	*	*
Engine, Major								*	*	*
Engine Minor								*	*	*
Engine Cooling								*	*	*
Trans. Major								*	*	*
Trans. Minor								*	*	*
Drive System								*	*	*
Fuel System								*	*	*
Electrical								*	*	*
Climate Syst.								*	*	*
Suspension								*	*	*
Brakes								*	*	*
Exhaust								*	*	*
Paint/Trim								*	*	*
Noises & Leaks								*	*	*
Body Hardware								*	*	*
Power Equip.								*	*	*
In-Car Electr.								*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$32,600 - $33,800
2021	$36,700 - $37,800
2022	$40,000 - $51,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	NT	NT	NT
2021	NT	NT	⬆/⏫
2022	NT	NT	⬆/⏫

Mercedes-Benz GLE

This capable and luxurious midsized SUV comes with a 3.5-liter V6 that delivers smooth acceleration and 18 mpg overall. Supple and composed, the GLE rides well and is quiet inside. Steering response is quick but comes up short on feedback and precision. Emergency handling reaches its limits at modest speeds. First-rate fit and finish, and well-padded seats are interior highlights, but the infotainment system is complex. The redesigned 2020 model is very quiet and impeccably finished inside. The uplevel GLE450 has a powerful 3.0-liter turbo six-cylinder engine that returned 20 mpg overall in our tests. The standard engine is a 255-hp turbo four-cylinder. The GLE ride is comfortavble, but handling is rather dull. Its new infotainment system has a wide display that houses the instrument panel and the center screen for the audio and navigation systems. These can be changed through the touchscreen, touchpad, or steering-wheel, touch-sensitive controls. It's distracting to use, even with the voice commands.

REDESIGN/FRESHENING:
2016, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. AEB standard from 2016. FCW and BSW standard from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability				↑	⇈	⇈	*	⇊	⇊	↑
Engine, Major				↓	⇈	⇈	*	↑	↓	⇈
Engine Minor				↑	⇈	⇈	*	!	↑	⇈
Engine Cooling				⇈	⇈	⇈	*	!	⇈	⇈
Trans. Major				!	⇈	⇈	*	⇈	⇈	⇈
Trans. Minor				⇈	⇈	⇈	*	↑	⇈	⇈
Drive System				⇈	⇈	!	*	⇈	↓	⇈
Fuel System				⇈	↓	⇈	*	↑	⇈	⇈
Electrical				↑	!	⇈	*	⇊	⇊	⇈
Climate Syst.				!	⇈	⇈	*	⇊	↓	⇈
Suspension				⇈	⇈	!	*	↑	⇈	⇈
Brakes				↑	⇈	!	*	↑	⇈	⇈
Exhaust				⇈	⇈	⇈	*	⇈	⇈	⇈
Paint/Trim				⇈	⇈	↑	*	↑	⇈	⇈
Noises & Leaks				!	⇈	⇈	*	⇊	⇈	⇈
Body Hardware				⇈	⇈	!	*	⇊	↓	↓
Power Equip.				!	⇊	⇈	*	⇊	⇊	⇈
In-Car Electr.				↓	⇊	⇈	*	⇊	⇊	⇈

PRICES

2013	-
2014	-
2015	-
2016	$21,500 - $48,700
2017	$24,400 - $53,700
2018	$29,600 - $60,700
2019	$34,100 - $70,200
2020	$45,100 - $65,300
2021	$52,700 - $116,700
2022	$56,800 - $86,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Mercedes-Benz GLK, GLC

Based on the C-Class sedan, the GLK has a smooth 3.5-liter V6 that delivers quick acceleration and 18 mpg overall. Ride comfort is tranquil when cruising, but the low-speed ride is a bit unsettled. The GLK handles fairly nimbly, but doesn't shine when pushed to its limits. The high, upright seating position affords a commanding view out. The front seats are firm and well-shaped. Leg room in the rear is stingy at best and the wide doorsills impede access. The controls aren't exactly logical. A 2013 freshening improved the car, with a new V6 engine that increased fuel economy to 21 mpg overall and a more luxurious interior. A four-cylinder diesel engine was available. A 2016 redesign came with a name change to GLC and was a much quieter, roomier, and more refined vehicle. It uses a 2.0-liter turbo four-cylinder that delivers ample power, and a nine-speed automatic that shifts smoothly and in a timely manner.

REDESIGN/FRESHENING:
2010, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2016. BSW standard from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	⇈	↑	!	↓	↑	⇈	⇈	↓	!	⇊
Engine, Major	⇈	⇈	⇈	↓	⇊	⇈	⇈	↓	↑	⇈
Engine Minor	⇈	⇈	⇊	↓	↑	⇈	⇈	↑	↑	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	!	⇈	↑	⇈	⇈
Drive System	⇈	⇈	⇈	⇊	⇈	⇈	↑	⇈	⇈	⇊
Fuel System	⇊	⇊	⇊	↓	⇈	⇈	↑	↓	⇈	⇈
Electrical	⇈	⇈	!	!	⇈	⇈	⇈	↓	↑	⇈
Climate Syst.	↑	⇈	⇊	⇊	↑	⇈	↑	⇈	!	↓
Suspension	⇈	⇈	⇊	⇈	↑	↑	⇈	⇊	⇈	⇊
Brakes	!	↓	!	⇊	↑	⇊	↑	↓	⇊	⇈
Exhaust	⇊	⇊	⇊	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↑	⇈	↓	↓	⇊	!	⇈	⇈	⇈	⇈
Noises & Leaks	↑	⇈	⇈	↓	⇊	⇈	⇈	⇈	⇈	↓
Body Hardware	⇈	⇈	⇈	⇊	!	⇈	⇈	↓	⇈	↓
Power Equip.	⇈	⇊	⇈	⇊	⇈	⇈	⇈	⇊	⇈	↓
In-Car Electr.	⇈	⇈	⇈	↑	↓	!	⇈	⇊	↓	!

PRICES

2013	$13,200 - $14,200
2014	$15,000 - $16,000
2015	$16,800 - $17,800
2016	$19,800 - $21,000
2017	$22,200 - $37,600
2018	$25,300 - $42,900
2019	$28,400 - $61,600
2020	$32,800 - $67,300
2021	$37,600 - $78,500
2022	$41,000 - $87,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Mercedes-Benz GLS

Mercedes' seven-passenger SUV is freshened for the 2017 model year and renamed GLS. It came with revised interior and exterior styling, a nine-speed automatic, an upgraded air suspension, and the addition of the current, and more complex, Mercedes-Benz infotainment system. Our last tested diesel GL was plush and quiet, with supportive seats and a third-row seat that was roomy enough for adults. It had a steady and comfortable ride, but the GL proved very clumsy when pushed to its handling limits. Engines include a 362-hp, 3.0-liter twin-turbo V6; and a 4.7-liter V8 that puts out 449 hp. The flagship AMG GLS63 churns out 577 hp. A new GLS arrived for 2020 with a 3.0-liter six-cylinder turbo that provides smooth and effortless power. The ride is composed and handling is responsive for such a luxury coach. All of the seats are first-rate, and the third-row remains relatively roomy. However, the infotainment system is overly distracting because many common tasks require a few steps.

REDESIGN/FRESHENING:
2017, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	**'20**	'21	'22
Overall Reliability					⇊	*	*	*	*	*
Engine, Major					↓	*	*	*	*	*
Engine Minor					⇊	*	*	*	*	*
Engine Cooling					↓	*	*	*	*	*
Trans. Major					⇈	*	*	*	*	*
Trans. Minor					↓	*	*	*	*	*
Drive System					⇊	*	*	*	*	*
Fuel System					↓	*	*	*	*	*
Electrical					−	*	*	*	*	*
Climate Syst.					⇈	*	*	*	*	*
Suspension					⇊	*	*	*	*	*
Brakes					⇊	*	*	*	*	*
Exhaust					⇈	*	*	*	*	*
Paint/Trim					⇈	*	*	*	*	*
Noises & Leaks					⇈	*	*	*	*	*
Body Hardware					⇈	*	*	*	*	*
Power Equip.					↓	*	*	*	*	*
In-Car Electr.					⇊	*	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$24,900 - $49,000
2018	$37,300 - $62,800
2019	$44,700 - $74,600
2020	$65,100 - $86,400
2021	$71,500 - $130,200
2022	$85,200 - $85,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Mercedes-Benz S-Class

The S-Class has always been stately and luxurious, with a plush interior and extremely comfortable, cushy ride. The 2014 redesign offered a host of advanced technologies, while upping the luxury ante on many levels. A coupe version was new for 2015, and a plug-in hybrid arrived in 2016. The S450 entry-level model uses a 362-hp twin-turbo V6. V8, high-performance AMG versions, and a convertible are also offered. The redesigned 2021 model's comfortable ride is slightly marred by the low profile tires. The cabin is super hushed and fit and finish is impeccable. The standard engine is a 3.0-liter inline-six cylinder, and the uplevel choice is a 4.0-liter V8, both turbocharged. Each is teamed with a nine-speed automatic and supplemented with a 48-volt mild-hybrid system. The car feels quite agile in the corners despite its size. The new infotainment system is complicated to use. The slick head-up display features augmented reality.

REDESIGN/FRESHENING:
2007, 2014, 2021

SAFETY EQUIPMENT:
ABS, ESC, front- and rear-side, and head protection air bags standard. FCW, AEB, and BSW standard from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	'19	'20	**'21**	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$16,400 - $26,000
2014	$29,000 - $39,500
2015	$32,700 - $53,000
2016	$33,500 - $59,100
2017	$37,500 - $73,800
2018	$45,400 - $93,600
2019	$52,900 - $111,500
2020	$62,400 - $134,800
2021	$97,000 - $179,500
2022	$108,300 - $117,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

⏬ 🔽 ⏺ 🔼 ⏫
WORSE — BETTER

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Mercedes-Benz SLK, SLC

This two-seat convertible has many high-end technical and safety features, including a power-folding hardtop that, when raised, makes th car feel almost as solid as a fixed-roof coupe. A 2012 freshening included a new 3.5-liter V6 and seven-speed automatic, as well as a 1.8-liter turbo four-cylinder with a six-speed manual. It remained fun to drive, with agile handling and a comfortable ride. Optional warm-air vents in the head restraints add comfort when driving with the top down. The small cabin is well finished, but narrow. The 2017 redesign also brought a name change to SLC and new turbo engines. The SLC300 uses a 2.0-liter turbo four-cylinder coupled to a nine-speed automatic, while the more powerful V6 SLC43 has turbo V6. Like its predecessors, the SLC's handling is crisp and enjoyable, with rock-solid body control and communicative steering. The ride is firm but refined enough even for lengthy trips. The tight cabin is well-finished, with excellent seats. 2020 was the SLC's final year.

REDESIGN/FRESHENING:
2012, 2017

SAFETY EQUIPMENT:
ABS, ESC, and side air bags standard. FCW, AEB, and BSW standard from 2020.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*		
Engine, Major	*	*	*	*	*	*	*	*		
Engine Minor	*	*	*	*	*	*	*	*		
Engine Cooling	*	*	*	*	*	*	*	*		
Trans. Major	*	*	*	*	*	*	*	*		
Trans. Minor	*	*	*	*	*	*	*	*		
Drive System	*	*	*	*	*	*	*	*		
Fuel System	*	*	*	*	*	*	*	*		
Electrical	*	*	*	*	*	*	*	*		
Climate Syst.	*	*	*	*	*	*	*	*		
Suspension	*	*	*	*	*	*	*	*		
Brakes	*	*	*	*	*	*	*	*		
Exhaust	*	*	*	*	*	*	*	*		
Paint/Trim	*	*	*	*	*	*	*	*		
Noises & Leaks	*	*	*	*	*	*	*	*		
Body Hardware	*	*	*	*	*	*	*	*		
Power Equip.	*	*	*	*	*	*	*	*		
In-Car Electr.	*	*	*	*	*	*	*	*		

PRICES

2013	$15,500 - $23,700
2014	$17,800 - $27,200
2015	$19,300 - $30,800
2016	$21,300 - $32,400
2017	$27,500 - $34,200
2018	$33,200 - $41,300
2019	$39,700 - $50,400
2020	$45,300 - $56,800
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	-	-	-
2022	-	-	-

Mini Cooper

The Mini is fun to drive and has plenty of head and legroom up front. It uses a small four-cylinder paired with a slick manual or a responsive six-speed automatic. Handling is agile, with quick, precise steering and very little body roll. The ride can be choppy. The base engine lacks oomph, but the Cooper S, in early supercharged or later turbocharged form, is quick. The rear seat is tiny, and the stylized controls and gauges are a confusing jumble. The Clubman arrived in 2008 with a small third door and more useful back seats. The redesigned 2014 Cooper grew wider and longer. The base turbo three-cylinder is surprisingly powerful, and the turbo four-cylinder in the S is strong. We got 31 with the base car, and 30 mpg in the S. The ride is rather firm, however, and road noise is noticeable. Controls take some getting used to, and the back seat is still tiny.

REDESIGN/FRESHENING:
2007, 2014

SAFETY EQUIPMENT:
ABS, ESC, and side air bags standard. Head protection air bags standard on hatchback. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	🔽	⏺	⏺	⏺	⏺	🔼	⏺	*	🔼	⏫
Engine, Major	🔽	⏬	⏺	⏫	⏬	⏫	⏫	*	⏫	⏫
Engine Minor	⏬	⏺	⏬	⏬	⏬	⏬	⏫	*	⏫	⏫
Engine Cooling	🔽	⏫	🔼	⏫	⏬	⏫	⏫	*	⏫	⏫
Trans. Major	⏬	⏫	🔼	⏫	⏺	⏫	⏫	*	⏫	⏫
Trans. Minor	⏺	⏫	🔽	⏫	⏫	⏫	⏫	*	⏫	⏫
Drive System	⏫	⏫	⏫	⏬	⏫	⏫	⏬	*	⏫	⏫
Fuel System	⏬	⏺	⏬	⏫	⏺	⏫	⏺	*	⏫	⏫
Electrical	⏺	⏬	⏺	⏬	⏬	⏬	⏫	*	⏫	⏫
Climate Syst.	🔽	⏫	⏫	⏫	⏫	🔽	🔼	*	⏫	⏫
Suspension	🔼	⏫	⏫	⏫	⏫	⏫	🔽	*	⏫	⏫
Brakes	⏬	⏬	🔽	⏫	⏫	⏬	🔽	*	⏫	⏫
Exhaust	⏺	⏫	⏫	⏬	⏫	⏫	⏫	*	⏫	⏫
Paint/Trim	🔼	🔼	⏺	⏬	⏺	⏫	🔽	*	⏬	⏫
Noises & Leaks	⏬	🔼	⏬	⏬	⏬	⏫	⏺	*	⏫	⏫
Body Hardware	⏺	⏺	⏬	⏺	⏫	⏫	🔽	*	⏫	⏫
Power Equip.	⏺	⏺	🔼	⏫	⏫	⏫	⏫	*	⏫	⏫
In-Car Electr.	🔼	⏫	🔼	⏫	🔼	⏫	⏫	*	🔼	⏫

PRICES

2013	$7,900 - $13,700
2014	$9,200 - $16,800
2015	$10,500 - $17,800
2016	$12,500 - $18,600
2017	$14,700 - $22,900
2018	$15,900 - $26,700
2019	$17,400 - $29,500
2020	$19,500 - $32,200
2021	$19,500 - $35,200
2022	$21,900 - $37,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	Good	🔼/⏫
2015	Good	Good	🔼/⏫
2016	Good	Good	🔼/⏫
2017	Good	Good	🔼/⏫
2018	Good	Good	🔼/⏫
2019	Good	Good	🔼/⏫
2020	Good	Good	🔼/⏫
2021	Good	Good	🔼/⏫
2022	Good	Good	🔼/⏫

Mini Cooper Countryman

The four-door Countryman is a pseudo-SUV version of the Mini. The quirky interior has well shaped and comfortable seats, and some models had an intriguing but flimsy sliding storage rail system. Early versions only sat four, but later versions added a three-person rear seat. Sharing the quick steering and fantastic agility of other Minis, the Countryman is undeniably fun to drive. Unfortunately, the familiar Mini downsides carry over to this one, too, including frustrating controls and a choppy ride. Power comes from a 1.6-liter four-cylinder engine, either in standard 121-hp form or as a punchy turbocharged S model good for 184 hp. Only the S version offers all-wheel drive. The 2017 redesign brought a base 1.5-liter turbo three-cylinder, and a 2.0-liter turbo four-cylinder for the S. Updates for 2020 included front-drive versions getting a dual-clutch automatic. The plug-in hybrid model gets a bigger battery for a longer electric range. The JCW (John Cooper Works) version now has 301 hp.

REDESIGN/FRESHENING:
2011, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	⇈	↓	*	*	*
Engine, Major	*	*	*	*	*	⇈	⇊	*	*	*
Engine Minor	*	*	*	*	*	⇈	ǀ	*	*	*
Engine Cooling	*	*	*	*	*	⇈	ǀ	*	*	*
Trans. Major	*	*	*	*	*	⇈	ǀ	*	*	*
Trans. Minor	*	*	*	*	*	⇈	⇈	*	*	*
Drive System	*	*	*	*	*	⇈	⇈	*	*	*
Fuel System	*	*	*	*	*	↓	ǀ	*	*	*
Electrical	*	*	*	*	*	⇈	⇈	*	*	*
Climate Syst.	*	*	*	*	*	⇈	⇈	*	*	*
Suspension	*	*	*	*	*	⇈	⇈	*	*	*
Brakes	*	*	*	*	*	ǀ	⇈	*	*	*
Exhaust	*	*	*	*	*	⇈	⇈	*	*	*
Paint/Trim	*	*	*	*	*	⇈	⇊	*	*	*
Noises & Leaks	*	*	*	*	*	⇈	⇈	*	*	*
Body Hardware	*	*	*	*	*	⇈	⇈	*	*	*
Power Equip.	*	*	*	*	*	⇈	⇈	*	*	*
In-Car Electr.	*	*	*	*	*	ǀ	ǀ	*	*	*

PRICES

2013	-
2014	$10,000 - $16,000
2015	$11,200 - $17,500
2016	$13,500 - $20,300
2017	$17,200 - $20,400
2018	$20,100 - $26,900
2019	$22,000 - $30,400
2020	$24,400 - $32,900
2021	$26,900 - $34,800
2022	$29,000 - $37,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Good	NT
2014	Good	Good	NT
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT

Mitsubishi Eclipse Cross

The Eclipse Cross is underwhelming with mundane handling, an unsettled ride, and extremely frustrating controls. Its power comes from a lackluster 1.5-liter, turbocharged four-cylinder engine mated to a continuously variable transmission. The SUV moves decently around town, but it runs out of steam climbing hills or merging onto highways. Its fuel economy of 24 mpg overall isn't impressive for the class, either. A center console touchpad interacts with the infotainment screen, but this controller is very cumbersome and distracting to use. The driver's seat is short on support, but getting in or out is easy, and the rear seat room is generous. The curvy styling hurts the driver's view out. AWD is standard on all but the base version. A 2022 freshening adds more standard safety equipment and an easier to use infotainment system.

REDESIGN/FRESHENING:
2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability						*	*	*		*
Engine, Major						*	*	*		*
Engine Minor						*	*	*		*
Engine Cooling						*	*	*		*
Trans. Major						*	*	*		*
Trans. Minor						*	*	*		*
Drive System						*	*	*		*
Fuel System						*	*	*		*
Electrical						*	*	*		*
Climate Syst.						*	*	*		*
Suspension						*	*	*		*
Brakes						*	*	*		*
Exhaust						*	*	*		*
Paint/Trim						*	*	*		*
Noises & Leaks						*	*	*		*
Body Hardware						*	*	*		*
Power Equip.						*	*	*		*
In-Car Electr.						*	*	*		*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	$15,700 - $18,600
2019	$16,600 - $19,600
2020	$18,300 - $21,700
2021	-
2022	$22,000 - $26,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	⇈/⇈
2021	-	-	-
2022	Good	Good	↑/⇈

Mitsubishi Mirage

Mitsubishi's tiny subcompact seems like an act of desperation, dressing a primitive car with some upscale toys and calling it a day. Good points include a decent-enough ride, frugal 37 mpg fuel economy, and an accommodating rear seat. The up-level ES also brings a fancy radio, push-button start, auto climate system and Bluetooth. However, the weak, vibrating, and incredibly noisy three-cylinder engine provides sluggish acceleration, handling is very clumsy with a lot of body lean, and the cabin is depressingly low-rent. Further lowering its standing is its poor score in the IIHS small-overlap crash test. Since its introduction in 2014, minor updates brought a sedan body style, a hint more power, and Android Auto and Apple CarPlay compatibility, along with supposedly upgraded brakes. Updates for 2019 include increased availability of cruise control, a driver's seat height adjuster and upgraded interior trim on all models. Restyled for 2021, new features include more standard safety gear.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability		*	*		*	*	*	*	*	*
Engine, Major		*	*		*	*	*	*	*	*
Engine Minor		*	*		*	*	*	*	*	*
Engine Cooling		*	*		*	*	*	*	*	*
Trans. Major		*	*		*	*	*	*	*	*
Trans. Minor		*	*		*	*	*	*	*	*
Drive System		*	*		*	*	*	*	*	*
Fuel System		*	*		*	*	*	*	*	*
Electrical		*	*		*	*	*	*	*	*
Climate Syst.		*	*		*	*	*	*	*	*
Suspension		*	*		*	*	*	*	*	*
Brakes		*	*		*	*	*	*	*	*
Exhaust		*	*		*	*	*	*	*	*
Paint/Trim		*	*		*	*	*	*	*	*
Noises & Leaks		*	*		*	*	*	*	*	*
Body Hardware		*	*		*	*	*	*	*	*
Power Equip.		*	*		*	*	*	*	*	*
In-Car Electr.		*	*		*	*	*	*	*	*

PRICES

2013	-
2014	$5,400 - $5,600
2015	$6,300 - $6,900
2016	-
2017	$8,300 - $10,000
2018	$9,200 - $12,100
2019	$11,400 - $13,900
2020	$13,200 - $15,300
2021	$14,900 - $17,300
2022	$16,600 - $18,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	Good	Poor	NT
2015	Good	Poor	↑/⇈
2016	-	-	-
2017	Good	Marg.	↑/↑
2018	Good	Marg.	↑/↑
2019	Good	Marg.	↑/↑
2020	Good	Marg.	↑/↑
2021	Good	Marg.	↑/↑
2022	Good	Marg.	↑/↑

Mitsubishi Outlander

The Outlander's 2014 redesign stripped the SUV of any athleticism, making it feel dated and cut-rate. Though absorbent, the ride feels too buoyant and not tied down. Handling is clumsy, with slow steering response and lots of body lean in corners. The base 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl, and its 24 mpg overall is lackluster. Top-tier GT trims get a 3.0-liter V6 and six-speed automatic. For 2021, the Outlander only came as a plug-in hybrid with a claimed 24 miles of range on electric power before switching to hybrid mode. Redesigned for 2022, the improved Outlander is based on the Nissan Rogue, but has a small third-row seat the Nissan doesn't get. Acceleration is leisurely, but the CVT is responsive and the SUV managed 25 mpg overall from its 2.5-liter four-cylinder. Handling is nimble and secure, but steering feels light and nervous. The ride is stiff, and wind noise is noticeable. Most controls are easy to use, including the infotainment system.

REDESIGN/FRESHENING:
2014, 2016, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	⇈	*	*	*	*
Engine, Major	*	*	*	*	*	⇈	*	*	*	*
Engine Minor	*	*	*	*	*	⇈	*	*	*	*
Engine Cooling	*	*	*	*	*	⇈	*	*	*	*
Trans. Major	*	*	*	*	*	⇈	*	*	*	*
Trans. Minor	*	*	*	*	*	⇈	*	*	*	*
Drive System	*	*	*	*	*	⇈	*	*	*	*
Fuel System	*	*	*	*	*	⇈	*	*	*	*
Electrical	*	*	*	*	*	○	*	*	*	*
Climate Syst.	*	*	*	*	*	⇈	*	*	*	*
Suspension	*	*	*	*	*	⇈	*	*	*	*
Brakes	*	*	*	*	*	○	*	*	*	*
Exhaust	*	*	*	*	*	⇈	*	*	*	*
Paint/Trim	*	*	*	*	*	⇊	*	*	*	*
Noises & Leaks	*	*	*	*	*	↓	*	*	*	*
Body Hardware	*	*	*	*	*	⇈	*	*	*	*
Power Equip.	*	*	*	*	*	⇈	*	*	*	*
In-Car Electr.	*	*	*	*	*	↑	*	*	*	*

PRICES

2013	$7,300 - $10,000
2014	$7,800 - $11,200
2015	$9,200 - $12,800
2016	$11,900 - $16,000
2017	$13,900 - $19,000
2018	$16,600 - $22,600
2019	$18,100 - $25,100
2020	$19,800 - $27,500
2021	$30,900 - $32,600
2022	$26,200 - $37,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/↑
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	NT	NT	↑/⇈
2022	Good	Good	NT

Mitsubishi Outlander Sport

The Outlander Sport is a chopped version of the Outlander compact SUV. Despite the name this is not a fun car to drive. It handles less nimbly than the larger Outlander, and acceleration from the 148-hp, 2.0-liter engine is adequate at best. A more powerful 2.4-liter four-cylinder engine arrived for 2015. It has reduced rear-seat and cargo space. The Sport's choppy ride and very noisy cabin further undermine the driving experience, and its handling remains mundane. Still, it has a commanding seating position and a versatile interior that can be adjusted to increase rear-seat room or improve cargo space. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. Updates for 2021 include standard FCW and AEB.

REDESIGN/FRESHENING:
2011, 2015

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$6,300 - $8,200
2014	$8,000 - $9,300
2015	$9,100 - $12,400
2016	$11,200 - $15,000
2017	$13,100 - $16,600
2018	$14,900 - $18,000
2019	$16,200 - $19,900
2020	$18,100 - $22,000
2021	$19,100 - $23,700
2022	$21,800 - $26,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	↑/↑
2014	Good	Accpt.	↑/⇈
2015	Good	Accpt.	↑/⇈
2016	Good	Accpt.	↑/⇈
2017	Good	Accpt.	↑/⇈
2018	Good	Accpt.	↑/⇈
2019	Good	Accpt.	↑/⇈
2020	Good	Accpt.	↑/⇈
2021	Good	Accpt.	↑/⇈
2022	Good	Accpt.	↑/⇈

Nissan Altima

The well-rounded Altima was roomy and comfortable riding, and the four-cylinder 2.5 S model averaged 26 mpg. The 2013 redesign saw the four-cylinder get even thriftier, returning 31 mpg overall; the V6 got 24 mpg. Handling is rather ordinary and the ride feel superficially soft, but sharp bumps punch through. Controls are easy to use, but the infotainment system is dated. The rear seat is fairly roomy. The redesigned 2019 Altima is an unremarkable but competitive car that gets the job done. It delivers on roominess, fuel efficiency, and user-friendliness. But the driving experience is bland and the pliant ride isn't adept at absorbing all types of bumps. The 2.5-liter engine provides decent acceleration and gets 31 mpg overall, and can be paired with AWD. A 2.0-liter turbo engine is also available. The cabin is roomy and quiet, if a bit too low for easy access. Controls are very easy to use.

REDESIGN/FRESHENING:
2013, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	●	●	●	⇊	●	↑	●	↑	⇈	*
Engine, Major	⇈	●	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Engine Minor	↑	↑	⇈	↓	⇈	↑	⇈	⇈	⇈	*
Engine Cooling	⇈	●	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Trans. Major	⇊	●	⇊	⇊	⇊	●	●	⇈	⇈	*
Trans. Minor	⇊	⇊	⇊	⇊	●	⇈	●	⇈	⇈	*
Drive System	●	●	●	⇊	●	⇈	●	●	⇈	*
Fuel System	↑	●	↑	↑	⇈	⇈	⇈	●	⇈	*
Electrical	●	●	⇈	↑	⇈	↑	●	⇈	⇈	*
Climate Syst.	↓	⇊	⇊	⇊	↑	⇊	⇈	⇈	⇈	*
Suspension	●	⇊	●	⇊	⇈	⇈	●	●	⇈	*
Brakes	↑	↓	●	⇊	⇊	↑	⇊	⇈	●	*
Exhaust	↑	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	●	↓	↓	●	●	●	●	⇈	⇈	*
Noises & Leaks	●	↓	↓	⇊	↓	⇈	⇊	⇊	⇈	*
Body Hardware	⇊	↓	⇊	⇊	⇊	⇈	⇈	⇈	⇈	*
Power Equip.	↓	●	⇊	↑	⇊	↑	●	⇈	⇈	*
In-Car Electr.	↑	↑	↑	↑	↑	↓	⇊	●	↑	*

PRICES

2013	$8,700 - $10,200
2014	$9,600 - $10,800
2015	$11,100 - $13,100
2016	$12,100 - $14,300
2017	$14,200 - $15,900
2018	$15,900 - $17,300
2019	$18,500 - $26,400
2020	$20,400 - $26,600
2021	$22,100 - $28,600
2022	$23,000 - $30,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	⇈/⇈
2014	Good	Accpt.	⇈/⇈
2015	Good	Accpt.	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Nissan Armada

While it's based on the Titan pickup, the big eight-passenger Armada uses an independent rear suspension, which improves the ride considerably. The smooth-revving 5.6-liter V8 engine and slick five-speed automatic makes the Armada quick, but achieve just 13 mpg overall. Handling is relatively responsive, but the ride is quite stiff. The interior quality is unimpressive, but there's lots of rear cargo space. Towing capacity is generous. The 2017 redesign uses a robust 5.6-liter V8. We got a paltry 14 mpg overall. The soft suspension absorbs bumps well, but the body jostles frequently. Handling is clumsy, with slow steering and pronounced body roll. The spacious cabin has a premium feel, but the controls are a bit dated and cluttered, and it's a far reach to some buttons and knobs. The Armada can tow a generous 8,500-pound load. Updates for 2019 included standard FCW and AEB. The Armada received a freshening for 2021. The engine now has 400 hp, and more safety features were made standard.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2017	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.	4WD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability	*	*	*		*	*	*	*	*	*
Engine, Major	*	*	*		*	*	*	*	*	*
Engine Minor	*	*	*		*	*	*	*	*	*
Engine Cooling	*	*	*		*	*	*	*	*	*
Trans. Major	*	*	*		*	*	*	*	*	*
Trans. Minor	*	*	*		*	*	*	*	*	*
Drive System	*	*	*		*	*	*	*	*	*
Fuel System	*	*	*		*	*	*	*	*	*
Electrical	*	*	*		*	*	*	*	*	*
Climate Syst.	*	*	*		*	*	*	*	*	*
Suspension	*	*	*		*	*	*	*	*	*
Brakes	*	*	*		*	*	*	*	*	*
Exhaust	*	*	*		*	*	*	*	*	*
Paint/Trim	*	*	*		*	*	*	*	*	*
Noises & Leaks	*	*	*		*	*	*	*	*	*
Body Hardware	*	*	*		*	*	*	*	*	*
Power Equip.	*	*	*		*	*	*	*	*	*
In-Car Electr.	*	*	*		*	*	*	*	*	*

PRICES

2013	$11,100 - $15,400
2014	$12,600 - $17,200
2015	$14,900 - $19,200
2016	-
2017	$21,200 - $27,100
2018	$23,700 - $30,900
2019	$27,200 - $35,300
2020	$27,900 - $38,400
2021	$37,200 - $53,100
2022	$41,900 - $59,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	-	-	-
2017	NT	NT	NT
2018	NT	NT	○/⇈
2019	NT	NT	○/⇈
2020	NT	NT	○/⇈
2021	NT	NT	NT
2022	NT	NT	NT

Nissan Frontier

The Frontier is relatively quick and nimble, with a stiff and choppy ride. The strong 4.0-liter V6 revs smoothly and feels like a V8. We chalked up an unimpressive 15 mpg overall. Base models are powered by a 2.5-liter four-cylinder. Transmissions include five and six-speed manuals and a five-speed automatic. All Frontiers of this generation are either crew or extended-cab but rear seat room is tight in both. It scored a Marginal in both of the IIHS small-overlap front crash tests. The Frontier got an all-new 310-hp, 3.8-liter V6 paired with a nine-speed automatic for 2020. It was redesigned for 2022, carrying over the powertrain, which got 18 mpg overall—an improvement but not a standout. Handling is relatively responsive and secure, but the steering is too heavy at low speeds. The ride is stiff and choppy but not as bad as before. The rear seat is tight, but the controls and infotainment system are easy to use.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2005, 2022	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2022.	4WD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	**'22**
Overall Reliability	↑	⇈	↑	○	○	○	○	*	*	↓
Engine, Major	⇈	⇈	⇈	↓	○	⇈	↓	*	*	⇈
Engine Minor	↑	↑	⇈	○	↑	⇊	↑	*	*	⇈
Engine Cooling	⇈	↑	⇈	⇊	⇈	↑	⇈	*	*	⇈
Trans. Major	↑	⇈	○	↑	○	⇈	⇈	*	*	○
Trans. Minor	○	⇈	○	⇈	⇈	⇈	⇈	*	*	○
Drive System	↓	↑	⇈	↓	⇊	↓	↑	*	*	⇈
Fuel System	⇈	○	⇈	○	⇊	⇈	↑	*	*	⇈
Electrical	⇊	↓	⇈	⇊	↑	↑	⇈	*	*	⇈
Climate Syst.	○	⇈	↓	⇈	⇈	⇈	⇊	*	*	⇈
Suspension	↑	↑	○	↓	⇈	↑	⇈	*	*	⇈
Brakes	⇈	○	⇊	⇊	↓	↑	↑	*	*	⇈
Exhaust	⇊	⇈	⇊	⇈	⇈	⇈	⇈	*	*	⇈
Paint/Trim	↓	⇊	⇈	↑	⇊	⇊	↓	*	*	⇈
Noises & Leaks	○	⇊	○	↑	⇊	⇊	↑	*	*	⇈
Body Hardware	○	⇈	⇈	⇈	○	↑	↑	*	*	⇊
Power Equip.	⇈	⇈	⇈	○	⇊	⇈	↑	*	*	⇊
In-Car Electr.	⇈	↑	⇈	⇈	⇈	↑	↑	*	*	↑

PRICES

2013	$9,700 - $17,000
2014	$11,400 - $18,500
2015	$12,500 - $21,000
2016	$13,600 - $22,100
2017	$15,000 - $24,400
2018	$16,600 - $26,700
2019	$19,500 - $30,300
2020	$23,700 - $33,100
2021	$25,800 - $35,900
2022	$28,000 - $40,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	Marg.	○/⇈
2018	Good	Marg.	○/NT
2019	Good	Marg.	○/⇈
2020	Good	Marg.	○/⇈
2021	Good	Marg.	○/⇈
2022	NT	NT	↑/⇈

Nissan Juke

The funky-looking Juke is a quasi-SUV derived from the small Nissan Versa. It has the raised ride height and optional all-wheel drive of an SUV but the steeply raked rear quarter of a hatchback. Our testers all enjoyed driving it but the very tight rear seats and the trifling cargo space behind them limit its usefulness. Nimble handling and punchy power from the 1.6-liter turbo four-cylinder make it fun and agile. Fuel economy of 24 mpg overall isn't bad for an all-wheel-drive vehicle but the need for premium fuel is a downer. As with some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. The Juke scored a Poor in the IIHS small-overlap crash test. It was dropped after the 2017 model year.

REDESIGN/FRESHENING: 2011

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*					
Engine, Major	*	*	*	*	*					
Engine Minor	*	*	*	*	*					
Engine Cooling	*	*	*	*	*					
Trans. Major	*	*	*	*	*					
Trans. Minor	*	*	*	*	*					
Drive System	*	*	*	*	*					
Fuel System	*	*	*	*	*					
Electrical	*	*	*	*	*					
Climate Syst.	*	*	*	*	*					
Suspension	*	*	*	*	*					
Brakes	*	*	*	*	*					
Exhaust	*	*	*	*	*					
Paint/Trim	*	*	*	*	*					
Noises & Leaks	*	*	*	*	*					
Body Hardware	*	*	*	*	*					
Power Equip.	*	*	*	*	*					
In-Car Electr.	*	*	*	*	*					

PRICES

2013	$7,800 - $10,500
2014	$8,600 - $12,900
2015	$10,600 - $14,600
2016	$11,700 - $15,800
2017	$13,900 - $18,500
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	●/⏫
2014	Good	Poor	●/⏫
2015	Good	Poor	●/⏫
2016	Good	Poor	●/⏫
2017	Good	Poor	●/NT
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Nissan Kicks

Nissan replaced the funky-looking Juke with the Kicks subcompact SUV. The Kicks is more of a budget car designed to appeal to customers who would normally buy a Nissan Sentra or Versa Note, but who are attracted to the versatility and styling of an SUV. We found the Kicks to be a relatively quiet, decent-riding vehicle. Unlike many crossovers, the Kicks doesn't offer all-wheel drive. The Kicks comes with a modest 125-hp, 1.6-liter four-cylinder engine coupled to a CVT, producing leisurely acceleration but impressive fuel economy at 32 mpg overall. The CVT's simulated shifts mimic a traditional automatic, reducing the rubber-band effect that CVTs are known for. Interior room is generous for the class, and the controls are easy to use. Handling is mundane, and the ride is rather choppy. The 2021 model gets a freshening with various interior and exterior updates, and standard Android Auto and Apple CarPlay compatibility.

REDESIGN/FRESHENING: 2018

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW and AEB standard. BSW and RCTW standard from 2020.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability						*	*	*	*	*
Engine, Major						*	*	*	*	*
Engine Minor						*	*	*	*	*
Engine Cooling						*	*	*	*	*
Trans. Major						*	*	*	*	*
Trans. Minor						*	*	*	*	*
Drive System						*	*	*	*	*
Fuel System						*	*	*	*	*
Electrical						*	*	*	*	*
Climate Syst.						*	*	*	*	*
Suspension						*	*	*	*	*
Brakes						*	*	*	*	*
Exhaust						*	*	*	*	*
Paint/Trim						*	*	*	*	*
Noises & Leaks						*	*	*	*	*
Body Hardware						*	*	*	*	*
Power Equip.						*	*	*	*	*
In-Car Electr.						*	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	$15,500 - $16,800
2019	$17,000 - $18,500
2020	$18,700 - $21,000
2021	$20,000 - $22,200
2022	$22,000 - $24,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	Good	Good	NT
2019	Good	Good	▲/⏫
2020	Good	Good	▲/⏫
2021	Good	Good	▲/⏫
2022	Good	Good	▲/⏫

Nissan Leaf ✓

The original five-seat Leaf EV promised a 75-mile range which is too short and impractical for most people. We would focus on the second generation only. At low speeds the Leaf feels quick and it is quiet and rides comfortably. Cabin access is easy, and the rear seat is fairly roomy. The second-generation Leaf has a 40-kWh battery, and we measured its driving range at 149 miles. The Leaf Plus, with a 62-kWh battery, has a rated range of 215 miles. The ride is stiff and handling is mundane, but secure. The driving position is compromised for some drivers because the steering wheel doesn't telescope for reach. For 2019, a rear passenger alert system is standard. This feature is designed to prevent forgetting a child in the rear seat. The 2020 model brought standard Android Auto and Apple CarPlay compatibility, along with BSW and RCTW.

REDESIGN/FRESHENING:
2011, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB standard from 2018; BSW and RCTW from 2020.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	⇈	*	⇈	⇈	↓	↑	↑	↑	*	↓
Engine, Major	⇈	*	⇈	⇈	⇊	⇈	⇊	⇈	*	↓
Engine Minor	⇈	*	↑	⇈	!	!	⇈	↑	*	⇈
Engine Cooling	↑	*	⇈	⇈	⇈	⇈	⇈	⇈	*	⇈
Trans. Major	⇈	*	⇈	⇈	⇈	⇈	⇈	↑	*	↓
Trans. Minor	⇈	*	⇈	⇈	⇈	⇈	⇈	⇈	*	⇈
Drive System	⇈	*	⇈	⇈	↓	!	⇈	⇈	*	⇈
Fuel System	⇈	*	⇈	⇈	⇈	⇈	⇈	⇈	*	⇈
Electrical	↓	*	↓	⇈	⇊	↑	⇊	↑	*	↓
Climate Syst.	⇈	*	!	↑	⇈	⇈	⇈	⇈	*	⇈
Suspension	⇈	*	⇈	⇈	⇈	⇈	⇈	⇈	*	⇈
Brakes	⇈	*	!	⇈	⇈	⇊	⇈	⇈	*	⇈
Exhaust	⇈	*	⇈	⇈	⇈	⇈	⇈	⇈	*	⇈
Paint/Trim	⇈	*	⇈	⇈	⇊	⇊	⇈	⇈	*	⇈
Noises & Leaks	⇈	*	⇈	⇈	⇊	⇈	⇈	⇈	*	⇈
Body Hardware	↑	*	⇈	⇈	⇊	⇈	⇈	⇈	*	⇈
Power Equip.	⇈	*	⇈	⇈	⇈	⇈	⇈	⇈	*	⇈
In-Car Electr.	⇈	*	⇈	⇈	⇈	!	⇊	↑	*	!

PRICES

2013	$5,300 - $6,300
2014	$7,100 - $8,500
2015	$8,700 - $10,100
2016	$9,900 - $12,000
2017	$13,200 - $14,600
2018	$18,200 - $20,100
2019	$20,400 - $26,900
2020	$22,600 - $29,600
2021	$24,400 - $31,400
2022	$25,900 - $33,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/↑
2014	Good	Poor	↑/↑
2015	Good	Poor	↑/↑
2016	Good	Poor	↑/↑
2017	Good	Poor	↑/↑
2018	Good	NT	NT
2019	Good	NT	NT
2020	Good	NT	↑/⇈
2021	Good	NT	↑/⇈
2022	Good	NT	↑/⇈

Nissan Maxima

The Maxima has a composed ride, a quiet cabin, and a slick powertrain that makes it very quick. Controls are simple and the front seats are comfortable. However, the steering is oddly weighted and rear-seat room is unimpressive. The highlight of the 2016 redesign is the 3.5-liter V6, which made the sedan very quick while returning a commendable 25 mpg overall. While the CVT works well for loafing around, it saps any aspirations of sporty driving. Handling is mundane, and the ride is too stiff. The interior is plush and has easy-to-use controls and a fairly straightforward infotainment system. A low roofline inhibits access and visibility. The front seats are very comfortable but the rear cabin is rather cramped. An SR version with a stiffer suspension is available. Updates for 2019 included new exterior styling, and revised interior trim. Nissan's Rear Door Alert system, that reminds drivers to check the rear seats after they park, is now standard.

REDESIGN/FRESHENING:
2009, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB standard from 2018; BSW and RCTW from 2020.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*		⇈	⇈	*	*	*	*	*
Engine, Major	*	*		⇈	⇈	*	*	*	*	*
Engine Minor	*	*		⇈	⇈	*	*	*	*	*
Engine Cooling	*	*		⇈	⇈	*	*	*	*	*
Trans. Major	*	*		⇈	⇈	*	*	*	*	*
Trans. Minor	*	*		⇈	⇈	*	*	*	*	*
Drive System	*	*		⇈	⇈	*	*	*	*	*
Fuel System	*	*		⇊	⇈	*	*	*	*	*
Electrical	*	*		⇈	⇈	*	*	*	*	*
Climate Syst.	*	*		↓	⇈	*	*	*	*	*
Suspension	*	*		!	⇊	*	*	*	*	*
Brakes	*	*		⇊	⇈	*	*	*	*	*
Exhaust	*	*		⇈	⇈	*	*	*	*	*
Paint/Trim	*	*		⇈	⇊	*	*	*	*	*
Noises & Leaks	*	*		⇈	⇈	*	*	*	*	*
Body Hardware	*	*		⇈	!	*	*	*	*	*
Power Equip.	*	*		⇈	⇈	*	*	*	*	*
In-Car Electr.	*	*		⇈	↑	*	*	*	*	*

PRICES

2013	$8,700 - $9,400
2014	$10,600 - $11,400
2015	-
2016	$15,200 - $18,200
2017	$17,200 - $21,100
2018	$19,700 - $24,900
2019	$22,500 - $28,700
2020	$24,600 - $32,000
2021	$26,000 - $34,800
2022	$28,500 - $38,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	!/⇈
2014	Good	Accpt.	!/⇈
2015	-	-	-
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	NT
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Nissan Murano ✔

The Murano's refined and powerful 3.5-liter V6 is mated to a CVT and delivers strong performance and respectable fuel economy of 19 mpg overall. Handling is responsive, secure, and forgiving. The front seats are fairly comfortable and the interior is stylishly dressed. A total redesign for 2015 gave the Murano a quiet and well-finished cabin that has an upscale feel to it. The rear seat is roomy, and access is easy. Rear and side visibility is hindered, however. Handling is not very sporty, with toolight steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the 20-inch tires found on the Platinum trim. For 2017, Apple CarPlay is added to the infotainment system. Updates for 2019 include a mild style freshening.

REDESIGN/FRESHENING:
2009, 2015

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB standard from 2018; BSW and RCTW from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	I	↑	I	⇈	⇈	↑	⇈	I	↑	*
Engine, Major	⇈	⇈	↑	⇈	↑	⇈	⇈	I	⇈	*
Engine Minor	⇈	⇈	⇈	↑	↑	I	⇈	I	⇈	*
Engine Cooling	⇈	⇈	I	⇈	⇈	⇈	⇈	⇈	⇈	*
Trans. Major	⇊	⇊	⇊	I	I	↑	⇈	⇈	⇈	*
Trans. Minor	⇊	↓	⇊	⇈	⇈	⇈	↑	↑	⇈	*
Drive System	↑	⇈	↑	⇈	⇈	↑	⇈	↑	↑	*
Fuel System	I	↑	I	⇈	⇈	⇈	⇈	↑	⇈	*
Electrical	↑	⇈	I	⇈	⇈	I	⇈	⇈	⇈	*
Climate Syst.	⇊	I	I	⇈	⇈	⇈	⇈	⇈	↑	*
Suspension	↓	⇊	I	↑	⇈	⇈	⇈	⇈	⇈	*
Brakes	⇊	↑	⇈	I	⇈	I	↓	↑	⇈	*
Exhaust	⇊	⇊	↑	⇈	↑	I	⇈	⇈	⇈	*
Paint/Trim	↑	⇈	↓	⇈	I	↑	⇈	⇈	⇈	*
Noises & Leaks	⇈	I	↑	⇊	↑	⇊	I	↑	⇊	*
Body Hardware	⇈	⇈	↑	⇈	↑	↑	⇈	⇈	⇈	*
Power Equip.	↑	↓	↑	↓	I	↓	⇈	⇈	⇈	*
In-Car Electr.	↑	↓	↓	↓	I	I	I	I	↑	*

PRICES

2013	$8,000 - $10,900
2014	$8,900 - $12,500
2015	$13,700 - $17,100
2016	$15,800 - $21,100
2017	$17,200 - $22,900
2018	$20,200 - $25,900
2019	$22,200 - $29,400
2020	$24,200 - $34,300
2021	$27,400 - $39,200
2022	$30,500 - $43,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	NT	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Nissan Pathfinder

The Pathfinder shed its truck-like body-on frame structure in 2013 for a redesigned model built on a car-based chassis. It lost its off-road readiness but gained a better ride and a roomier interior. Power comes from Nissan's ubiquitous, good-performing 3.5-liter V6 driving through a CVT. It can tow 5,000 pounds and has a second row that can tilt even with a child seat installed, allowing access to the small third-row seat. Mushy handling and so-so fuel economy are shortcomings. 2017 brought a more-powerful V6 engine that got 18 mpg overall in our tests; a revised suspension; and a bump in towing capacity, to 6,000 pounds. The SUV's 2022 redesign is a significant improvement over its bland, clumsy predecessor. The 284-hp, 3.5-liter V6 is mated to a nine-speed automatic, together delivering effortless propulsion and 21 mpg overall. The ride is steady, if stiff-legged, but handling is responsive for a midsized SUV.

REDESIGN/FRESHENING:
2013, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB standard from 2018; BSW and RCTW from 2022.

DRIVE WHEELS:
4WD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	⇊	⇊	⇊	*	⇊	*	↓	*		⇊
Engine, Major	⇈	↑	⇊	*	↑	*	I	*		⇈
Engine Minor	⇊	↑	⇊	*	⇊	*	⇈	*		⇈
Engine Cooling	I	⇈	⇊	*	⇊	*	⇈	*		⇈
Trans. Major	⇊	⇊	⇊	*	⇊	*	⇈	*		I
Trans. Minor	⇊	⇊	⇊	*	⇊	*	⇈	*		⇈
Drive System	↓	I	⇊	*	↓	*	⇈	*		⇈
Fuel System	⇈	↑	⇊	*	⇈	*	⇈	*		⇈
Electrical	⇊	⇈	⇊	*	↑	*	I	*		⇈
Climate Syst.	⇊	⇊	⇊	*	I	*	⇈	*		⇈
Suspension	⇊	↓	⇊	*	⇈	*	⇊	*		⇈
Brakes	I	↓	⇊	*	⇊	*	⇊	*		⇈
Exhaust	⇊	⇊	⇈	*	⇈	*	⇈	*		⇈
Paint/Trim	⇊	⇊	↓	*	↑	*	I	*		⇈
Noises & Leaks	⇊	I	⇊	*	↑	*	⇈	*		I
Body Hardware	⇊	⇊	⇊	*	↑	*	I	*		⇊
Power Equip.	⇊	⇊	⇈	*	↑	*	I	*		⇊
In-Car Electr.	⇊	⇈	⇈	*	↑	*	I	*		⇊

PRICES

2013	$9,500 - $11,300
2014	$10,200 - $13,100
2015	$12,200 - $15,600
2016	$13,600 - $18,100
2017	$16,000 - $21,200
2018	$17,900 - $25,400
2019	$20,800 - $29,100
2020	$23,000 - $33,200
2021	-
2022	$31,100 - $45,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	NT	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	-	-	-
2022	Good	Good	↑/⇈

Nissan Quest

The roomy and comfortable Quest received a 2007 freshening, which improved the formerly confusing dashboard layout. 2009 was the last model year for that generation but an all-new Quest arrived for 2011. It's an exceptionally spacious and luxurious vehicle with a quiet, plush interior, and smooth, compliant ride. Handling is sound but not sporty. Power comes from a 260-hp 3.5-liter V6 connected to a CVT. Both rear rows fold flat to form a flush load floor. However, it only has seating for seven at the most, not eight like many minivans. A covered bay behind the third-row seat can hide bags and cargo, a small but clever feature. The Quest went on its last adventure in 2017.

REDESIGN/FRESHENING:
2004, 2011

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*					
Engine, Major	*	*	*	*	*					
Engine Minor	*	*	*	*	*					
Engine Cooling	*	*	*	*	*					
Trans. Major	*	*	*	*	*					
Trans. Minor	*	*	*	*	*					
Drive System	*	*	*	*	*					
Fuel System	*	*	*	*	*					
Electrical	*	*	*	*	*					
Climate Syst.	*	*	*	*	*					
Suspension	*	*	*	*	*					
Brakes	*	*	*	*	*					
Exhaust	*	*	*	*	*					
Paint/Trim	*	*	*	*	*					
Noises & Leaks	*	*	*	*	*					
Body Hardware	*	*	*	*	*					
Power Equip.	*	*	*	*	*					
In-Car Electr.	*	*	*	*	*					

PRICES

2013	$7,700 - $10,100
2014	$8,800 - $11,400
2015	$10,900 - $14,900
2016	$11,700 - $15,600
2017	$13,900 - $17,400
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	NT
2014	Good	Poor	NT
2015	Good	Poor	NT
2016	Good	Poor	NT
2017	Good	Poor	NT
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Nissan Rogue

The first-generation Rogue was a handy size, but the cargo area was puny and styling impeded the view aft. The 2014 redesign made the Rogue bigger, quieter, and more refined and it delivered a better ride than most other small SUVs. The CVT became less intrusive by mimicking shifts and we got 24 mpg overall in our testing. Controls are very easy to use and access is a breeze. 2018 models included standard Apple CarPlay and Android Auto capability, a new 7.0-inch color touch-screen display, and many standard safety features. The redesigned 2021 Rogue is a major upgrade over its predecessor. It feels solid and substantial with a composed ride and nimble handling. Power comes from a 181-hp, 2.5-liter four-cylinder that's teamed with a CVT, providing unobtrusive but unexciting motivation. This engine was replaced by a 1.5-liter turbo three-cylinder for 2022. It's less refined but slightly more powerful, with no impact on fuel economy in our tests. Interior space and quality of materials have been improved.

REDESIGN/FRESHENING:
2008, 2014, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2018.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	'19	'20	**'21**	'22
Overall Reliability	↓	○	↑	○	↑	○	○	○	↑	⇈
Engine, Major	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Engine Minor	○	○	⇈	↑	○	○	⇈	⇈	⇈	⇈
Engine Cooling	↑	↑	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Trans. Major	⇊	○	○	⇊	○	⇈	↑	⇈	⇈	⇈
Trans. Minor	⇊	⇈	⇈	↓	↑	⇈	↑	⇈	⇈	⇈
Drive System	↓	↓	⇈	↑	↑	⇈	↑	⇈	⇈	⇈
Fuel System	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇊	↓	↑	↑	○	○	⇈	⇈	↑	⇈
Climate Syst.	⇊	⇊	↓	↓	↑	↓	⇈	↓	○	⇈
Suspension	○	⇊	⇈	↑	↑	⇊	○	↓	⇈	⇈
Brakes	↑	○	○	⇊	↓	⇊	⇊	↑	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇊	⇊	↓	○	↓	↓	○	⇈	⇈	⇈
Noises & Leaks	⇊	⇊	⇊	⇊	⇊	⇊	○	↑	○	⇈
Body Hardware	⇊	⇊	↓	↑	⇈	○	○	○	⇈	⇈
Power Equip.	↓	⇊	⇊	○	↑	○	↓	↓	○	⇈
In-Car Electr.	○	○	↑	⇈	↑	⇊	○	↑	↑	⇈

PRICES

2013	$6,900 - $9,000
2014	$10,400 - $12,600
2015	$11,600 - $13,800
2016	$12,700 - $15,600
2017	$14,800 - $19,100
2018	$16,600 - $22,900
2019	$18,500 - $27,000
2020	$20,100 - $25,400
2021	$25,300 - $35,600
2022	$27,300 - $39,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	↑/⇈
2014	Good	Good	○/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Nissan Rogue Sport

Measuring a foot shorter than the familiar Rogue, the Rogue Sport is a smaller SUV that bridges the gap between the Juke/Kicks and Rogue. Standard engine is a pleasant 2.0-liter four-cylinder mated to a continuously variable transmission. Although it's not a muscular powertrain, it returned 26 mpg overall in our testing. The Sport handles responsively and rides in a civilized manner, with reasonable levels of cabin noise. Connectivity features include the available NissanConnect navigation/app system with a 7.0-inch color touch screen and Siri Eyes Free. Plus, the Sport offers a 360-degree view camera, which is helpful for negotiating tight parking spaces. In 2019, Nissan's Rear Door Alert system and Android Auto and Apple CarPlay became standard equipment.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2017	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability					⇊	↑	⇈	↑	↑	*
Engine, Major					⇊	⇈	⇈	⇈	⇈	*
Engine Minor					⇊	⇈	⇈	⇈	⇈	*
Engine Cooling					↓	⇈	⇈	⇈	⇈	*
Trans. Major					↓	⇈	⇈	⇈	⇈	*
Trans. Minor					⇈	⇈	⇈	⇈	⇈	*
Drive System					↓	⇈	⇈	⇈	↓	*
Fuel System					⇈	↓	⇈	⇈	⇈	*
Electrical					⇊	⇈	⇈	⇈	⇈	*
Climate Syst.					⇊	⇊	⇊	!	⇈	*
Suspension					⇈	⇈	⇈	⇈	↓	*
Brakes					⇈	⇊	⇈	⇈	⇈	*
Exhaust					⇈	⇈	⇈	⇈	⇈	*
Paint/Trim					⇈	!	⇈	⇊	⇈	*
Noises & Leaks					↓	⇊	!	⇊	↓	*
Body Hardware					⇊	!	⇈	⇊	⇈	*
Power Equip.					⇊	⇈	⇈	⇈	⇈	*
In-Car Electr.					⇊	⇈	⇊	↓	⇈	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	$15,500 - $18,300
2018	$16,800 - $20,000
2019	$18,200 - $23,000
2020	$19,500 - $25,300
2021	$22,100 - $28,700
2022	$23,800 - $31,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	NT
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	NT
2021	Good	Good	↑/⇈
2022	Good	Good	⇈/NT

Nissan Sentra

The Sentra's 2013 redesign diminished steering feel, and left the ride below par. Equipment levels remained good but the interior feels cheap and the engine is a bit noisy. Fuel economy with the CVT rose to a respectable 29 mpg overall. A freshening for 2016 brought a tweaked suspension, slightly reworked CVT, and other modest enhancements in an attempt to reduce noise. A substantially redesigned model debuted for 2020. The new Sentra shed its dowdy look and overall driving mediocrity to become one of the best sedans in its class. The engine and transmission are a pleasant combination that provide unobtrusive acceleration. The more advanced rear suspension facilitates a comfortable ride and nimble handling. The interior looks upscale, especially in the SR and SV trims; buyers can even get a power seat, leather upholstery, and heated seats. The rear seat is relatively roomy, and the infotainment system is easy to use.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2013, 2020	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.	Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	*	↓	↓	*	!	*	*	*	⇊	⇊
Engine, Major	*	⇈	↓	*	⇈	*	*	*	⇈	⇈
Engine Minor	*	⇈	⇈	*	!	*	*	*	⇈	⇈
Engine Cooling	*	⇈	⇈	*	⇈	*	*	*	⇈	⇈
Trans. Major	*	⇊	⇊	*	⇊	*	*	*	⇈	⇈
Trans. Minor	*	⇈	⇊	*	⇊	*	*	*	!	⇈
Drive System	*	⇊	↓	*	⇈	*	*	*	⇊	⇈
Fuel System	*	↓	⇈	*	↓	*	*	*	⇈	⇈
Electrical	*	⇈	⇈	*	!	*	*	*	⇈	⇈
Climate Syst.	*	↓	↓	*	⇈	*	*	*	⇈	⇊
Suspension	*	⇊	!	*	⇈	*	*	*	⇈	⇈
Brakes	*	↑	⇈	*	⇊	*	*	*	⇊	⇊
Exhaust	*	↓	⇈	*	!	*	*	*	⇈	⇈
Paint/Trim	*	⇈	⇈	*	↓	*	*	*	⇊	!
Noises & Leaks	*	⇊	↓	*	⇈	*	*	*	⇊	!
Body Hardware	*	⇈	⇊	*	↓	*	*	*	⇈	⇈
Power Equip.	*	!	⇊	*	↓	*	*	*	!	⇈
In-Car Electr.	*	!	↑	*	↑	*	*	*	!	↑

PRICES

2013	$5,600 - $6,800
2014	$6,800 - $8,100
2015	$7,900 - $9,300
2016	$9,500 - $11,500
2017	$12,200 - $16,200
2018	$13,000 - $17,600
2019	$16,800 - $21,500
2020	$19,100 - $20,500
2021	$20,800 - $22,500
2022	$22,200 - $24,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	↑/⇈
2014	Good	Poor	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Nissan Titan

Nissan's full-sized pickup has a large cabin, a fairly comfortable ride, agile handling, and a very smooth transmission. The V8 provides strong acceleration, but the engine and exhaust noise can become tiresome and interior fit and finish is lackluster. The 2017 redesign brought a smooth and punchy 5.6-liter V8 and a slick seven-speed automatic. A V6 engine was available along with a heavier duty 'XD' version with a stiffer suspension. The ride is tolerable and handling is secure. The cabin is roomy and has plenty of storage space. All 2019 models got a new 7-inch touch-screen infotainment system. There's also a new rear-door alert system to remind drivers to check the back seat after the vehicle is parked. A substantially refreshed Titan debuted for 2020. Updates included a nine-speed automatic; a 10-hp horsepower boost to 400 hp for the V8; an available 9-inch touch-screen infotainment system; and a host of standard safety features.

REDESIGN/FRESHENING: 2004, 2017

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS: 4WD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability	*	*	*		*	*	*	*	*	*
Engine, Major	*	*	*		*	*	*	*	*	*
Engine Minor	*	*	*		*	*	*	*	*	*
Engine Cooling	*	*	*		*	*	*	*	*	*
Trans. Major	*	*	*		*	*	*	*	*	*
Trans. Minor	*	*	*		*	*	*	*	*	*
Drive System	*	*	*		*	*	*	*	*	*
Fuel System	*	*	*		*	*	*	*	*	*
Electrical	*	*	*		*	*	*	*	*	*
Climate Syst.	*	*	*		*	*	*	*	*	*
Suspension	*	*	*		*	*	*	*	*	*
Brakes	*	*	*		*	*	*	*	*	*
Exhaust	*	*	*		*	*	*	*	*	*
Paint/Trim	*	*	*		*	*	*	*	*	*
Noises & Leaks	*	*	*		*	*	*	*	*	*
Body Hardware	*	*	*		*	*	*	*	*	*
Power Equip.	*	*	*		*	*	*	*	*	*
In-Car Electr.	*	*	*		*	*	*	*	*	*

PRICES

2013	$12,200 - $18,400
2014	$14,000 - $20,100
2015	$16,400 - $23,200
2016	-
2017	$17,600 - $30,300
2018	$20,700 - $34,000
2019	$23,100 - $40,600
2020	$28,100 - $44,300
2021	$30,400 - $50,500
2022	$34,600 - $58,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	-	-	-
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	NT	NT	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Nissan Versa

Nissan's subcompact Versa underwent a disappointing redesign for 2012. It eroded the previous car's budget-plush feel with a noisy and blatantly cheap interior and a so-so ride. The 2014 hatchback redesign, dubbed the Versa Note, brought a roomier cabin and livelier handling, and is the more pleasant version. The Versa scored a poor in the IIHS small-overlap crash test. A 2020 redesign brought a more stylish package, but offered just the sedan body style. While it is mostly user-friendly, the Versa is no joy to drive. It has a stiff ride, vague steering that contributes to its dull handling, and droning engine. Fuel economy is good at 32 mpg overall, but some midsized sedans—let alone compact ones—can match or better that. The basic driver's seat is short on back support. Unlike the previous Versa, which had an amazingly roomy rear seat for its size, the rear is now rather cramped and has tight legroom.

REDESIGN/FRESHENING: 2012, 2020

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$5,100 - $6,200
2014	$6,100 - $6,800
2015	$7,400 - $8,100
2016	$8,600 - $10,200
2017	$9,800 - $11,900
2018	$10,900 - $13,100
2019	$13,300 - $15,800
2020	$15,500 - $18,600
2021	$17,500 - $20,300
2022	$19,100 - $22,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	!/↑
2014	Good	Poor	!/↑
2015	Good	Poor	!/↑
2016	Good	Poor	↑/↑
2017	Good	Poor	↑/NT
2018	Good	Poor	↑/↑
2019	Good	Poor	↑/↑
2020	Good	NT	⇈/⇈
2021	Good	NT	↑/⇈
2022	Good	NT	↑/⇈

Nissan Z

The Z's strong, smooth V6 gives it very quick acceleration and respectable fuel economy. The coupe was redesigned for 2009, with the engine moving to 3.7 liters. The convertible followed a year later. Handling is very agile now but the ride is still stiff and choppy, and the car isn't as engaging to drive as one would expect. Road and tire noise are constant, making the Z tiring on trips. Updates for 2015 included standard Bluetooth and revised suspension tuning. New additions for 2016 included an optional noise cancellation/enhancement system aimed at quieting some of the offensive racket while creating more performance oriented sound. The Z is also offered as a higher-performance Nismo version, which gets you exterior aerodynamic add-ons, 19-inch wheels, Recaro seats, a stiffer suspension, and 18 more horsepower. Updates for 2018 include some interior and exterior enhancements. There were no 2021 and 2022 models, but a redesigned Z is available for 2023.

REDESIGN/FRESHENING:
2009

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*		
Engine, Major	*	*	*	*	*	*	*	*		
Engine Minor	*	*	*	*	*	*	*	*		
Engine Cooling	*	*	*	*	*	*	*	*		
Trans. Major	*	*	*	*	*	*	*	*		
Trans. Minor	*	*	*	*	*	*	*	*		
Drive System	*	*	*	*	*	*	*	*		
Fuel System	*	*	*	*	*	*	*	*		
Electrical	*	*	*	*	*	*	*	*		
Climate Syst.	*	*	*	*	*	*	*	*		
Suspension	*	*	*	*	*	*	*	*		
Brakes	*	*	*	*	*	*	*	*		
Exhaust	*	*	*	*	*	*	*	*		
Paint/Trim	*	*	*	*	*	*	*	*		
Noises & Leaks	*	*	*	*	*	*	*	*		
Body Hardware	*	*	*	*	*	*	*	*		
Power Equip.	*	*	*	*	*	*	*	*		
In-Car Electr.	*	*	*	*	*	*	*	*		

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	-	-	-
2022	-	-	-

Porsche 911

The 911 has long been considered one of the world's most desirable sports cars. Rear seats, a reasonably-sized front trunk, and good visibility are added bonuses in a sports car. We found the 911 Carrera S a delight to drive, with pinpoint steering and rock-solid body control. The 2013 redesign brought more power and improved fuel economy through the new seven-speed automated manual and manual transmissions. The automatic gives nothing up in performance. The car is still super quick and agile, yet also more civilized than ever. For 2017, the engines have been updated, with the base model getting a 370-hp turbo 3.0-liter six and the Carrera S a 420-hp turbo six. The 911's unmistakable silhouette and rear-engine layout remain in the 2020 redesign. Both rear- or all-wheel drive are available. A 379-hp, turbocharged 3.0-liter six-cylinder engine and eight-speed dual-clutch automatic transmission are standard. Purists will rejoice at the fact that the 911 still offers a seven-speed manual transmission.

REDESIGN/FRESHENING:
2013, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$51,700 - $96,200
2014	$56,100 - $104,500
2015	$62,200 - $117,600
2016	$70,400 - $133,000
2017	$80,100 - $153,500
2018	$83,900 - $164,300
2019	$95,600 - $181,900
2020	$111,700 - $140,600
2021	$122,900 - $225,500
2022	$138,200 - $240,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

⇊ ↓ ⏐ ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Porsche Boxster, 718 Boxster

This sporty mid-engine roadster has fun, agile handling, excellent brakes, and precise steering. The ride is firm and well controlled, yet not punishing. The two fore-and-aft trunks add some practicality. The power top is easy to operate and works at up to 30 mph. An all-new Boxster arrived for 2013 with a longer wheelbase and a wider track. Handling is excellent even with the electric steering, and the ride is not punishing. Interior quality and refinement were improved. For 2017, Porsche's redesigned Boxster roadster was named 718 Boxster. It came with turbocharged 2.0- and 2.5-liter four-cylinder engines, replacing the previous Sixes, but retained the impressive grip and balance. A 4.0-liter six-cylinder engine was available in the GTS and Spyder versions in later years. The Cayman is a coupe version of the Boxster.

REDESIGN/FRESHENING:
2013, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$27,700 - $33,500
2014	$30,400 - $37,800
2015	$34,300 - $51,500
2016	$38,200 - $56,300
2017	$44,000 - $53,800
2018	$49,500 - $68,700
2019	$55,100 - $77,600
2020	$63,800 - $99,000
2021	$69,200 - $106,700
2022	$78,100 - $120,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Porsche Cayenne

Porsche's luxury, midsized SUV received a comprehensive 2011 redesign that made it one of the sportiest, most agile SUVs on the market. Available in V6, V8, diesel, and hybrid versions, all have a slick eight-speed automatic. The ride is a bit stiff at low speeds but steady and controlled as you pick up the pace. The cabin is well finished but many controls are overly complicated. Porsche's redesigned 2019 Cayenne is still a substantial luxury SUV that drives almost like a sports car, but with a firm ride. The 3.0-liter V6 turbo has robust acceleration once on the fly but we found some initial hesitation off the line. The infotainment system and other controls are tricky to use. Interior fit and finish is impeccable and the seats are very comfortable and supportive. Changes for 2020 include a new Turbo S E-Hybrid model, developed between a 4.0-liter twin-turbo V8 engine and an electric motor. A coupe body style is available.

REDESIGN/FRESHENING:
2011, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	⇊	*	*	*
Engine, Major	*	*	*	*	*	*	⇈	*	*	*
Engine Minor	*	*	*	*	*	*	⇈	*	*	*
Engine Cooling	*	*	*	*	*	*	⇈	*	*	*
Trans. Major	*	*	*	*	*	*	⇊	*	*	*
Trans. Minor	*	*	*	*	*	*	⇊	*	*	*
Drive System	*	*	*	*	*	*	⇊	*	*	*
Fuel System	*	*	*	*	*	*	⏐	*	*	*
Electrical	*	*	*	*	*	*	⇈	*	*	*
Climate Syst.	*	*	*	*	*	*	⇈	*	*	*
Suspension	*	*	*	*	*	*	⇈	*	*	*
Brakes	*	*	*	*	*	*	⏐	*	*	*
Exhaust	*	*	*	*	*	*	⇈	*	*	*
Paint/Trim	*	*	*	*	*	*	⇊	*	*	*
Noises & Leaks	*	*	*	*	*	*	⇊	*	*	*
Body Hardware	*	*	*	*	*	*	⇊	*	*	*
Power Equip.	*	*	*	*	*	*	⇈	*	*	*
In-Car Electr.	*	*	*	*	*	*	↑	*	*	*

PRICES

2013	$15,600 - $24,900
2014	$18,300 - $36,100
2015	$24,600 - $36,700
2016	$24,300 - $56,900
2017	$31,700 - $71,400
2018	$37,100 - $89,500
2019	$51,200 - $90,500
2020	$60,500 - $134,000
2021	$68,800 - $151,000
2022	$75,800 - $181,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Porsche Macan

Porsche's compact luxury SUV combines much of the performance and feel of its sports cars with the functional package of a small SUV. Two engines are offered; a 3.0-liter V6 turbo in the S and a 3.6-liter V6 turbo in the up level Turbo version. Though based on the Audi Q5, the power and handling are true Porsche, as are the seats, controls, fit and finish, and attention to detail. Handling agility, taut body control, and a firm brake pedal make it fun to drive. The cabin is snug, and its controls can be confusing at first. While the Macan isn't meant for utilitarian tasks, it possesses impressively high towing and payload capacities. Updates for 2019 included standard LED headlights, a new 10.9-inch touch screen for the infotainment system, reworked suspension, and standard voice controls and navigation. Both the 2.0-liter and V6 turbo engines received horsepower increases. New for 2020 is the Macan GTS version, which gets a 375-hp 2.9-liter twin-turbo V6 engine. 2022 saw exterior and interior styling updates.

REDESIGN/FRESHENING:
2015

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	'21	'22
Overall Reliability			*	*	⇊	⇈	*	*	*	*
Engine, Major			*	*	⇊	⇈	*	*	*	*
Engine Minor			*	*	⇊	↓	*	*	*	*
Engine Cooling			*	*	⇊	⇈	*	*	*	*
Trans. Major			*	*	⇊	⇈	*	*	*	*
Trans. Minor			*	*	↓	⇈	*	*	*	*
Drive System			*	*	↑	↑	*	*	*	*
Fuel System			*	*	⇈	⇈	*	*	*	*
Electrical			*	*	↑	↓	*	*	*	*
Climate Syst.			*	*	⇊	⇈	*	*	*	*
Suspension			*	*	⇊	⇈	*	*	*	*
Brakes			*	*	!	⇈	*	*	*	*
Exhaust			*	*	↑	↓	*	*	*	*
Paint/Trim			*	*	↓	⇈	*	*	*	*
Noises & Leaks			*	*	⇊	↓	*	*	*	*
Body Hardware			*	*	⇊	⇈	*	*	*	*
Power Equip.			*	*	⇈	↑	*	*	*	*
In-Car Electr.			*	*	!	⇈	*	*	*	*

PRICES

2013	-
2014	-
2015	$23,100 - $29,300
2016	$27,000 - $33,800
2017	$28,200 - $40,400
2018	$33,800 - $56,400
2019	$40,500 - $50,900
2020	$44,300 - $74,700
2021	$50,700 - $83,000
2022	$59,800 - $88,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Porsche Panamera

Porsche's four-door luxury car is large and low-slung, with a coupe silhouette and a hatchback body. Handling is agile, with excellent steering and a supple ride. Normally aspirated and turbocharged V8s are offered, along with a V6. All use a quick-shifting seven-speed automated manual that isn't as smooth at low speeds as a regular automatic. Our tested S model, with a 400-hp, 4.8-liter V8, returned strong performance and 20 mpg overall. Four adults fit in the snug but beautifully finished interior. Complicated and button-laden controls, tight access, and impaired visibility are demerits. A hybrid and a long-wheelbase Executive version arrived for 2014. The Panamera was redesigned 2017 with new turbo engines and a high-tech, touch-activated control layout that features a new electronic gear selector. For 2021, new turbo V6 and V8 engines provide plenty of motivation. Three hybrid powertrains with varying degrees of power are offered. An air suspension and active safety features are also available.

REDESIGN/FRESHENING:
2010, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$23,200 - $44,200
2014	$26,400 - $54,200
2015	$30,000 - $60,100
2016	$36,500 - $75,500
2017	$51,900 - $80,000
2018	$62,400 - $116,300
2019	$70,100 - $138,800
2020	$79,500 - $168,400
2021	$90,600 - $187,000
2022	$99,200 - $205,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Porsche Taycan

Porsche's all-electric sedan has the power, performance, and high-tech vibe to rival a Tesla. The Taycan is a low-slung four-door sedan costing six-figures. It's quick, agile, rides comfortably, and is very enjoyable to drive. The EPA-rated range is 203 miles. Charging time is long on a 240 volt connector, taking 11 hours for the larger 93 kWh battery. Public charging isn't as seamless as it is with a Tesla, however. The front seats are very comfortable, the rear is a bit tight. Visibility to the rear and sides is hindered. The car has a decent trunk and an additional small one up front. The controls are complicated and remain unintuitive even after repeated use, and the EV-related displays aren't as prominent as in a Tesla. The car is substantial but interior ambiance is less impressive than it is in other Porsche models. For 2021, a less expensive RWD version was added. The 4S's EPA range estimate with the performance battery increased from 203 to 227 miles. A wagon body style, named Cross Turismo, is also available.

REDESIGN/FRESHENING:
2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability								*	*	*
Engine, Major								*	*	*
Engine Minor								*	*	*
Engine Cooling								*	*	*
Trans. Major								*	*	*
Trans. Minor								*	*	*
Drive System								*	*	*
Fuel System								*	*	*
Electrical								*	*	*
Climate Syst.								*	*	*
Suspension								*	*	*
Brakes								*	*	*
Exhaust								*	*	*
Paint/Trim								*	*	*
Noises & Leaks								*	*	*
Body Hardware								*	*	*
Power Equip.								*	*	*
In-Car Electr.								*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$92,300 - $152,700
2021	$92,600 - $188,900
2022	$109,500 - $206,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Ram 1500

The Ram's coil-spring rear suspension gives it excellent ride and handling characteristics. The 2013 update brought a lighter and stiffer frame, along with Chrysler's intuitiveUconnect 8.4 system. Interior fit and finish is decent and storage is more than ample too. The roomy Crew Cab has a huge backseat and towing ratings are competitive, although payload capacity is a bit light compared to rivals. A diesel arrived for 2014. A 2019 redesign gave the 5.7-liter V8 a mild-hybrid option that ensures smooth stop-start at idle without compromising the A/C. We got 17 mpg overall with it. Handling is secure and responsive, and the cabin is extremely quiet. Rear-seat room is generous, and the Uconnect touch-screen infotainment system is easy to use. A 3.0-liter V6 turbodiesel engine is new for 2020, complete with 260 horsepower and 480 lb.-ft. of torque; it returned 23 mpg in our testing. 2021 saw the arrival of the high-performance 702-hp, 6.2-liter supercharged V8 TRX.

REDESIGN/FRESHENING:
2011, 2013, 2019

SAFETY EQUIPMENT:
ABS, ESC, and head protection air bags standard. Side air bags standard from 2013.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	⏬	🔼	❗	❗	❗	❗	❗	❗	❗	🔽
Engine, Major	⏬	🔼	🔼	❗	🔼	🔼	⏫	🔼	⏫	⏫
Engine Minor	❗	🔼	🔼	⏫	❗	🔽	⏫	🔽	❗	🔼
Engine Cooling	❗	⏫	🔼	⏫	🔼	🔼	⏫	⏫	⏫	⏫
Trans. Major	❗	🔼	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏬	🔼	❗	⏫	🔼	⏫	⏫	⏫	⏫	⏫
Drive System	⏬	❗	🔽	🔽	⏬	⏫	⏫	⏫	🔼	❗
Fuel System	⏬	⏬	⏬	⏬	⏬	⏬	🔼	🔼	❗	⏫
Electrical	🔼	⏫	🔼	⏫	🔼	🔼	❗	⏬	⏫	⏫
Climate Syst.	❗	🔼	⏫	🔼	❗	⏫	❗	❗	⏫	⏫
Suspension	⏬	❗	⏬	⏬	⏬	🔼	🔼	🔼	❗	⏫
Brakes	❗	🔼	🔽	🔽	⏬	🔼	🔼	🔼	⏫	⏫
Exhaust	⏬	⏬	🔽	🔽	⏬	❗	❗	❗	🔼	⏫
Paint/Trim	⏬	🔽	❗	❗	❗	🔼	🔼	⏫	🔼	❗
Noises & Leaks	❗	🔼	🔽	🔼	🔼	⏬	🔽	⏬	❗	❗
Body Hardware	🔽	❗	🔼	🔼	🔼	🔼	❗	🔼	⏫	⏫
Power Equip.	⏬	❗	🔽	⏫	🔼	⏬	🔽	⏫	⏫	⏫
In-Car Electr.	🔼	❗	❗	🔼	❗	⏬	⏬	🔽	❗	⏬

PRICES

2013	$11,100 - $20,300
2014	$13,300 - $22,400
2015	$14,900 - $25,700
2016	$16,800 - $28,300
2017	$17,900 - $31,200
2018	$19,300 - $35,800
2019	$20,600 - $45,300
2020	$22,900 - $52,100
2021	$25,000 - $85,000
2022	$28,500 - $88,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	🔼/⏫
2014	Good	NT	🔼/⏫
2015	Good	Marg.	🔼/⏫
2016	Good	Marg.	🔼/⏫
2017	Good	Marg.	🔼/⏫
2018	Good	Marg.	🔼/⏫
2019	Good	Good	🔼/⏫
2020	Good	Good	🔼/⏫
2021	Good	Good	🔼/⏫
2022	Good	Good	🔼/⏫

Scion FR-S, Toyota 86

Jointly developed with the Subaru BRZ, the rear-wheel-drive FR-S features a 200-hp, 2.0-liter four-cylinder teamed with a choice of a six-speed manual or six-speed automatic transmission. Its mere 2,800-pound curb weight and optimal weight distribution give it super-agile handling and balance at its limits. In corners the car turns in promptly with virtually no body lean. The steering is well weighted, with decent feedback. The FR-S has a slightly more compliant ride than the BRZ. Inside, the cabin is relatively plain, with well-bolstered front sport seats, but the stiff ride and elevated noise can be taxing, and the vestigial rear seats are best left for cargo. The Scion brand was discontinued for the 2017 model year, and the FR-S was renamed as the Toyota 86. It was redesigned for 2022 and renamed the GR86. The new 2.4-liter four-cylinder engine has more horsepower than the previous model, and the extra verve adds to the driving enjoyment. Handling is superb, proving to be a delight on a track.

REDESIGN/FRESHENING:
2013, 2017, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	●	*	*	*	*	*	*	*		*
Engine, Major	⏬	*	*	*	*	*	*	*		*
Engine Minor	⏫	*	*	*	*	*	*	*		*
Engine Cooling	⏫	*	*	*	*	*	*	*		*
Trans. Major	⏬	*	*	*	*	*	*	*		*
Trans. Minor	⏫	*	*	*	*	*	*	*		*
Drive System	🔽	*	*	*	*	*	*	*		*
Fuel System	⏬	*	*	*	*	*	*	*		*
Electrical	⏫	*	*	*	*	*	*	*		*
Climate Syst.	⏫	*	*	*	*	*	*	*		*
Suspension	⏫	*	*	*	*	*	*	*		*
Brakes	⏫	*	*	*	*	*	*	*		*
Exhaust	⏫	*	*	*	*	*	*	*		*
Paint/Trim	🔽	*	*	*	*	*	*	*		*
Noises & Leaks	⏫	*	*	*	*	*	*	*		*
Body Hardware	⏫	*	*	*	*	*	*	*		*
Power Equip.	⏫	*	*	*	*	*	*	*		*
In-Car Electr.	⏫	*	*	*	*	*	*	*		*

PRICES

2013	$12,400 - $13,200
2014	$14,200 - $15,900
2015	$15,400 - $16,900
2016	$17,100 - $18,000
2017	$20,700 - $22,500
2018	$22,900 - $24,800
2019	$25,000 - $29,400
2020	$27,000 - $30,700
2021	-
2022	$31,400 - $35,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	Accpt.	🔼/⏫
2015	Good	Accpt.	🔼/⏫
2016	Good	Accpt.	🔼/⏫
2017	Good	Accpt.	🔼/NT
2018	Good	Accpt.	🔼/NT
2019	Good	Accpt.	🔼/NT
2020	Good	Accpt.	🔼/NT
2021	-	-	-
2022	Good	Good	NT

Scion iA, Toyota Yaris iA

Scion's first four-door sedan was actually built by Mazda. It was based on the Mazda2 (not sold in the U.S.) and is powered by a 106-hp, 1.5-liter four-cylinder hooked up to either a six-speed manual or automatic. In our testing we got 35 mpg overall with the automatic. The iA proves to be quite pleasant for a subcompact with nimble handling and semi-decent interior decor. It also comes with a standard low-speed pre-collision system that uses a laser sensor to help the driver avoid collisions. A backup camera is standard. Inside, the iA gets steering-wheel controls for the audio, a 7-inch center screen display controlled via a central knob, just like in current Mazda models. A navigation system was a dealer-installed option. The Scion brand was discontinued for the 2017 model year, and the iA was renamed the Toyota Yaris iA.

REDESIGN/FRESHENING:
2016, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability				*	*	*				
Engine, Major				*	*	*				
Engine Minor				*	*	*				
Engine Cooling				*	*	*				
Trans. Major				*	*	*				
Trans. Minor				*	*	*				
Drive System				*	*	*				
Fuel System				*	*	*				
Electrical				*	*	*				
Climate Syst.				*	*	*				
Suspension				*	*	*				
Brakes				*	*	*				
Exhaust				*	*	*				
Paint/Trim				*	*	*				
Noises & Leaks				*	*	*				
Body Hardware				*	*	*				
Power Equip.				*	*	*				
In-Car Electr.				*	*	*				

PRICES

2013	-
2014	-
2015	-
2016	$12,300 - $12,300
2017	$13,800 - $13,800
2018	$14,500 - $15,500
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	Good	Good	NT
2017	Good	Good	⏫/⏫
2018	Good	Good	⏫/⏫
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Scion iM, Toyota Corolla iM

The iM hatchback is essentially a better-handling Corolla hatchback, and is highlighted by its angular styling. Sized like a Mazda3, the iM gets a 137-hp, 1.8-liter four-cylinder engine hooked up to either a six-speed manual or a CVT. We got 31 mpg overall with the CVT in our testing. The iM possesses rewarding handling, a civilized ride, and a decent level of standard equipment, including automatic climate control and audio controls on the steering wheel. But acceleration is short on zip, and neither the ride nor the rear seat is as comfortable as the Corolla's. Standard safety equipment includes a backup camera and eight airbags. The Scion brand was discontinued for the 2017 model year. The iM was renamed as the Toyota Corolla iM. 2018 was the final year for the Corolla iM, and it was replaced by the Corolla Hatchback.

REDESIGN/FRESHENING: 2016, 2017

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability				*	*	*				
Engine, Major				*	*	*				
Engine Minor				*	*	*				
Engine Cooling				*	*	*				
Trans. Major				*	*	*				
Trans. Minor				*	*	*				
Drive System				*	*	*				
Fuel System				*	*	*				
Electrical				*	*	*				
Climate Syst.				*	*	*				
Suspension				*	*	*				
Brakes				*	*	*				
Exhaust				*	*	*				
Paint/Trim				*	*	*				
Noises & Leaks				*	*	*				
Body Hardware				*	*	*				
Power Equip.				*	*	*				
In-Car Electr.				*	*	*				

PRICES

2013	-
2014	-
2015	-
2016	$14,800 - $14,800
2017	$17,600 - $17,600
2018	$17,300 - $18,300
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	Good	NT	NT
2017	Good	NT	NT
2018	Good	NT	NT
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Scion tC

The tC is a small sporty coupe that offers a lot of features for the money, such as a dual-panel sunroof. Before 2011 the tC was powered by a spirited 160-hp, 2.4-liter four-cylinder engine, with the choice of a five-speed manual or four-speed automatic. Handling is fairly nimble but not exactly sporty. The ride is pleasant. The rear seat is relatively spacious for a small coupe, and its seatbacks can recline for passenger comfort. Expect very good fuel economy. 2011's redesign brought a power boost to 180-hp, and a choice of a six-speed automatic or manual transmissions, but the noisy cabin and jittery ride remained. Updates for 2014 included some styling tweaks, new suspension and steering calibrations, and a six-speed automatic transmission. 2016 was the tC's last year.

REDESIGN/FRESHENING: 2005, 2011

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*						
Engine, Major	*	*	*	*						
Engine Minor	*	*	*	*						
Engine Cooling	*	*	*	*						
Trans. Major	*	*	*	*						
Trans. Minor	*	*	*	*						
Drive System	*	*	*	*						
Fuel System	*	*	*	*						
Electrical	*	*	*	*						
Climate Syst.	*	*	*	*						
Suspension	*	*	*	*						
Brakes	*	*	*	*						
Exhaust	*	*	*	*						
Paint/Trim	*	*	*	*						
Noises & Leaks	*	*	*	*						
Body Hardware	*	*	*	*						
Power Equip.	*	*	*	*						
In-Car Electr.	*	*	*	*						

PRICES

2013	$9,400 - $10,100
2014	$11,000 - $12,200
2015	$12,400 - $13,400
2016	$14,100 - $15,500
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	▲/▲▲
2014	Good	Accpt.	▲/▲▲
2015	Good	Accpt.	▲/▲▲
2016	Good	Accpt.	▲/▲▲
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Smart ForTwo

This tiny two-seater is good on gas and a snap to park, but it was one of our lowest-rated cars. Access to the cabin is very easy and the seats are comfortable. Power comes from a 1.0-liter, three-cylinder engine that does a decent job keeping up with traffic, but the Smart is very slow accelerating from a stop. It has a harsh ride, clumsy handling, and early models use an automated manual transmission with the worst shift quality we've experienced. It changes gears slowly, causing the car to pause and heave, rocking occupants fore and aft. We measured 39 mpg overall, but the Smart requires premium fuel. The ForTwo was redesigned and improved for 2016, but it's still not a smart choice unless easy parking is a priority. The only Smart available for 2018 was the electric-drive version, and 2019 was the brand's final year.

REDESIGN/FRESHENING:
2006, 2008, 2016

SAFETY EQUIPMENT:
ABS, ESC, and side air bags standard.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*			
Engine, Major	*	*	*	*	*	*	*			
Engine Minor	*	*	*	*	*	*	*			
Engine Cooling	*	*	*	*	*	*	*			
Trans. Major	*	*	*	*	*	*	*			
Trans. Minor	*	*	*	*	*	*	*			
Drive System	*	*	*	*	*	*	*			
Fuel System	*	*	*	*	*	*	*			
Electrical	*	*	*	*	*	*	*			
Climate Syst.	*	*	*	*	*	*	*			
Suspension	*	*	*	*	*	*	*			
Brakes	*	*	*	*	*	*	*			
Exhaust	*	*	*	*	*	*	*			
Paint/Trim	*	*	*	*	*	*	*			
Noises & Leaks	*	*	*	*	*	*	*			
Body Hardware	*	*	*	*	*	*	*			
Power Equip.	*	*	*	*	*	*	*			
In-Car Electr.	*	*	*	*	*	*	*			

PRICES

2013	$4,700 - $7,000
2014	$5,600 - $7,400
2015	$6,400 - $7,900
2016	$7,300 - $10,300
2017	$10,700 - $13,700
2018	$13,300 - $14,000
2019	$15,200 - $16,200
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	🔼/⏫
2018	Good	NT	NT
2019	Good	NT	NT
2020	-	-	-
2021	-	-	-
2022	-	-	-

Subaru Ascent

The Ascent is a functional, easy-to-live-with three-row SUV. Unlike most competitors, which offer a V6, the Subaru uses a turbocharged four-cylinder that delivers ample power in daily driving and gets 22 mpg overall. The jumpy initial takeoff takes some getting used to, however. The Ascent's plush ride is steady and controlled, and the suspension does an excellent job mopping up bumps. This is not the most agile SUV in corners, but it proves to be ultimately secure at its handling limits. The cabin is quiet, and the second-row captain's seats are roomy and comfortable. Even the third row is usable for shorter trips. Controls are very straightforward. The standard suite of active safety and driver assistance features includes FCW and AEB with pedestrian detection, but BSW and RCTW are optional.

REDESIGN/FRESHENING:
2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability							⏬	🔽	🔼	🔼
Engine, Major							!	⏫	⏫	⏫
Engine Minor							🔽	!	⏫	⏫
Engine Cooling							⏫	⏫	⏫	⏫
Trans. Major							⏬	🔽	⏫	⏫
Trans. Minor							⏬	⏬	🔼	⏫
Drive System							⏬	!	⏫	⏫
Fuel System							⏬	🔼	⏫	⏫
Electrical							⏬	!	⏫	⏫
Climate Syst.							⏬	🔼	⏫	🔼
Suspension							🔽	🔼	⏫	⏫
Brakes							⏬	⏬	🔽	!
Exhaust							⏫	⏫	⏫	⏫
Paint/Trim							!	⏫	⏫	⏫
Noises & Leaks							🔼	🔽	🔽	!
Body Hardware							🔽	!	⏫	⏫
Power Equip.							⏬	!	⏫	🔼
In-Car Electr.							⏬	!	!	!

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	$23,600 - $29,900
2020	$26,300 - $33,300
2021	$29,700 - $37,200
2022	$32,400 - $41,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	⏫/⏫
2020	Good	Good	⏫/⏫
2021	Good	Good	⏫/⏫
2022	Good	Good	⏫/⏫

Subaru BRZ

Developed with Toyota, the BRZ features a 200-hp, 2.0-liter four-cylinder with a choice of a six-speed manual or automatic. Handling is super responsive, with impressive agility. The BRZ turns into corners promptly, with virtually no body lean. The steering is quick and well weighted, with decent feedback. At its limits it understeers more than the nearly identical Scion FR-S/Toyota 86, which makes it more forgiving but slightly less rewarding, and it has a more jittery ride. Inside, the cabin is relatively plain, with well-bolstered front sport seats, but the stiff ride and elevated noise can be taxing, and the vestigial rear seats are best suited for cargo. Updates for 2017 included a 5-hp boost for models with the manual transmission, and standard LED headlights. The 2022 redesign featured a more-responsive 228-hp, 2.4-liter engine. The suspension has a firm, compliant ride.

REDESIGN/FRESHENING: 2013, 2022

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	↓	*	*	*	*	*	*	*		*
Engine, Major	⇊	*	*	*	*	*	*	*		*
Engine Minor	⇈	*	*	*	*	*	*	*		*
Engine Cooling	⇈	*	*	*	*	*	*	*		*
Trans. Major	⇊	*	*	*	*	*	*	*		*
Trans. Minor	⇈	*	*	*	*	*	*	*		*
Drive System	↓	*	*	*	*	*	*	*		*
Fuel System	⇊	*	*	*	*	*	*	*		*
Electrical	⇈	*	*	*	*	*	*	*		*
Climate Syst.	⇈	*	*	*	*	*	*	*		*
Suspension	⇈	*	*	*	*	*	*	*		*
Brakes	⇈	*	*	*	*	*	*	*		*
Exhaust	⇈	*	*	*	*	*	*	*		*
Paint/Trim	↓	*	*	*	*	*	*	*		*
Noises & Leaks	⇈	*	*	*	*	*	*	*		*
Body Hardware	⇈	*	*	*	*	*	*	*		*
Power Equip.	⇈	*	*	*	*	*	*	*		*
In-Car Electr.	⇈	*	*	*	*	*	*	*		*

PRICES

2013	$13,800 - $14,200
2014	$14,800 - $15,500
2015	$16,600 - $17,700
2016	$18,200 - $20,400
2017	$21,400 - $24,200
2018	$23,000 - $27,500
2019	$25,300 - $27,100
2020	$28,400 - $31,500
2021	-
2022	$30,800 - $35,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	Accpt.	↑/⇈
2015	Good	Accpt.	↑/⇈
2016	Good	Accpt.	↑/⇈
2017	Good	Accpt.	↑/NT
2018	Good	Accpt.	↑/NT
2019	Good	Accpt.	↑/NT
2020	Good	Accpt.	↑/NT
2021	-	-	-
2022	Good	Good	NT

Subaru Crosstrek, XV Crosstrek ✓

This small quasi-SUV is mechanically the same as the Impreza hatchback, but with a raised ride height that gives it room to slosh through deeply rutted roads. The cabin is rather noisy, the ride is stiff, and the little 148-hp, 2.0-liter four-cylinder engine has to work hard to maintain highway speed, but fuel economy is a good 26 mpg. The Hybrid version got 28 mpg overall. Updates for 2015 included an improved infotainment system. The 2018 redesign improved fuel economy to 29 mpg overall. The ride improved and handling is competent and enjoyable. The plug-in hybrid has a 17-mile mostly electric range, and gets 33 mpg as a regular hybrid. The seats are short on lumbar support but the rear seat is roomy. The infotainment system is easy to use. FCW and AEB are standard with the automatic transmission, but not offered with the manual. Updates for the 2020 model year include standard automatic climate controls, and an available rear-seat reminder.

REDESIGN/FRESHENING: 2013, 2016, 2018

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	!	↓	!	!	!	⇈	⇈	↑	↑	⇈
Engine, Major	!	⇊	↑	↑	⇈	↑	⇈	⇈	⇈	⇈
Engine Minor	⇊	⇊	⇈	↓	!	⇈	↑	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇊	!	⇊	↓	↑	⇈	⇈	⇈	⇈	⇈
Trans. Minor	!	⇊	↑	↑	!	⇈	⇈	⇈	⇈	⇈
Drive System	!	!	↓	⇊	!	⇈	⇈	↑	⇈	⇈
Fuel System	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Electrical	↑	⇊	↑	!	↑	!	↑	↑	⇈	⇈
Climate Syst.	!	⇊	↓	↓	⇊	↑	⇈	⇈	⇈	⇈
Suspension	⇊	↑	↓	↓	⇈	!	⇈	↑	⇈	⇈
Brakes	!	!	⇈	↓	↓	↓	↑	⇈	⇈	⇈
Exhaust	⇊	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Paint/Trim	!	⇈	⇈	⇈	⇈	!	↑	↓	⇈	⇈
Noises & Leaks	↓	↓	↓	!	!	↑	↑	⇈	↑	⇈
Body Hardware	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Power Equip.	⇈	↑	⇈	↑	⇊	⇈	⇈	⇈	⇈	⇈
In-Car Electr.	!	↓	!	↑	↓	!	!	!	↑	⇈

PRICES

2013	$12,100 - $13,100
2014	$12,900 - $14,800
2015	$14,400 - $16,500
2016	$16,400 - $18,300
2017	$18,200 - $20,300
2018	$19,500 - $23,000
2019	$21,800 - $27,400
2020	$22,500 - $30,800
2021	$24,600 - $33,300
2022	$25,700 - $34,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Subaru Forester

This popular small SUV delivers a combination of a roomy interior, excellent visibility, commendable fuel economy, simple controls, a comfortable ride, and responsive handling. The 2014 redesign greatly improved fuel economy, thanks mostly to the CVT, and bolstered safety with the available EyeSight system. The 2016 model year brought a contemporary touch-screen audio system. The 2019 redesign is even better. It included a 2.5-liter four-cylinder engine paired with a CVT, a combination that achieved 28 mpg overall, which is among the best in class. But acceleration isn't exhilarating and the engine can sound coarse. The cabin is roomy with a particularly generous rear seat and very easy access. The controls, including the infotainment system, are simple to use. Updates for 2020 include a standard rear-seat reminder system.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2009, 2014, 2019	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.	AWD

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	I	↓	I	I	↓	↑	↑	↑	↑	⇈
Engine, Major	⇊	I	I	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	↓	I	I	↑	↑	↑	↑	⇈	⇈	⇈
Engine Cooling	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	I	⇊	↓	↓	↑	⇈	⇈	⇈	⇈	⇈
Trans. Minor	↑	I	I	I	↑	⇈	⇈	⇈	⇈	⇈
Drive System	I	⇊	↓	I	↓	↑	⇈	⇈	⇈	⇈
Fuel System	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	↓	↑	↑	↑	I	⇈	I	↑	⇈	⇈
Climate Syst.	↓	⇊	⇊	↓	⇊	I	↑	↑	⇈	⇈
Suspension	↓	⇊	⇊	⇊	⇊	↓	⇈	⇈	⇈	⇈
Brakes	↓	I	I	↓	I	↑	↑	⇈	⇈	⇈
Exhaust	⇊	↑	↑	↑	I	↑	⇈	⇈	⇈	⇈
Paint/Trim	↓	⇈	↑	↑	↑	⇈	⇈	↑	⇈	⇈
Noises & Leaks	⇊	↓	I	↑	I	⇈	↑	↑	↑	⇈
Body Hardware	↑	↑	↑	⇈	↑	⇈	↑	↑	⇈	⇈
Power Equip.	⇈	I	I	↑	↓	↑	↑	⇈	⇈	⇈
In-Car Electr.	I	↑	I	↑	↑	↑	↓	↑	↑	I

PRICES

2013	$9,600 - $13,000
2014	$10,300 - $13,800
2015	$13,000 - $16,000
2016	$15,000 - $19,100
2017	$16,800 - $22,100
2018	$19,300 - $26,400
2019	$22,000 - $29,200
2020	$23,600 - $31,800
2021	$25,800 - $34,600
2022	$29,300 - $36,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/↑
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Subaru Impreza

The Impreza sedan and five-door hatchback have nimble handling, a composed ride, and standard all-wheel drive. The 2012 makeover made a good car better, addressing the bland handing and improving space. But the continuously variable transmission exacerbates engine noise. Subaru's 2017 redesign brought a smoother ride and better handling, while also quieting the cabin. The 2.0-liter four-cylinder engine is mated to a CVT that isn't overly intrusive; a five-speed manual gearbox is also available. The Impreza is satisfying to drive, thanks to responsive steering, and the body remains surefooted in corners, no matter how bumpy the road. We got 30 mpg overall with our sedan, which is commendable, given the standard all-wheel drive. The infotainment screen is easy to use, and the rear seat is roomy or a compact car. The infotainment screen is easy to use, and the rear seat is comfortable. FCW and AEB are standard with the automatic transmission, but not offered with the manual.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2012, 2017	ABS, ESC, side and head protection air bags standard.	AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability	⇊	I	I	I	I	↑	I	I	I	↑
Engine, Major	↓	⇈	⇈	↑	↓	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇊	⇈	⇈	⇈	⇈	↑	I	⇈	⇈	⇈
Engine Cooling	I	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇊	↓	⇊	↑	↑	⇈	↑	⇈	⇈	⇈
Trans. Minor	⇊	⇊	I	⇊	⇈	⇈	I	⇈	⇈	⇈
Drive System	↓	⇊	↑	⇊	⇊	↑	↓	I	⇈	⇈
Fuel System	↑	⇈	⇈	⇈	⇈	↑	↑	⇈	⇈	I
Electrical	⇊	⇈	↑	⇈	↑	↑	⇊	↓	⇊	⇈
Climate Syst.	⇊	⇊	⇊	↓	⇈	↓	⇈	⇈	⇈	I
Suspension	I	I	I	⇊	⇊	⇈	I	↑	⇈	⇈
Brakes	↓	⇊	I	I	↑	↓	⇈	↓	⇈	⇈
Exhaust	⇊	↓	⇈	↓	⇈	⇈	⇈	⇈	⇈	I
Paint/Trim	⇊	I	⇈	I	↑	↑	⇈	⇈	⇈	⇈
Noises & Leaks	⇊	⇊	↑	↓	⇊	⇈	↓	↓	I	⇈
Body Hardware	⇊	I	↑	↓	⇈	↑	⇈	I	⇈	⇈
Power Equip.	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇊	⇈
In-Car Electr.	I	⇈	↓	⇈	↓	I	↑	↑	⇊	⇈

PRICES

2013	$8,400 - $19,700
2014	$9,900 - $21,200
2015	$11,700 - $15,000
2016	$13,800 - $17,300
2017	$15,700 - $18,800
2018	$16,400 - $20,500
2019	$17,000 - $22,400
2020	$19,600 - $25,400
2021	$20,600 - $26,500
2022	$21,700 - $27,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Subaru Legacy ✓

The Legacy has a supple ride and handling is responsive. With the 2010 redesign fuel economy improved to 25 mpg overall in our tests of a four-cylinder with the CVT. While ride quality remained impressive, handling became less crisp. The 2015 redesign improved interior quality, added contemporary infotainment capability, and made the car one of the best-riding sedans available. The spacious and quiet cabin provides plenty of room for the driver, along with a large rear seat, and simple controls. Large windows and thin roof pillars supply excellent outward visibility. The 2020 redesign kept all of the positives, but added an infotainment system that is cumbersome to use. Two four-cylinder engines are offered: a 2.5-liter or a 2.4-liter turbo. The standard engine delivers a decent 28 mpg overall, but makes an unpleasant roar when pushed. The turbo version delivers strong acceleration and is quieter. We like that the CVT mimics the shift patterns of a conventional automatic.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2010, 2015, 2020	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.	AWD

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	↑	!	↑	⇈	⇈	!	↑	↓	↑	!
Engine, Major	⇈	!	↑	⇈	↑	↑	⇈	⇊	⇈	⇈
Engine Minor	↓	⇊	↑	⇈	↑	!	↑	!	⇈	↓
Engine Cooling	⇈	⇈	⇈	⇈	⇈	↑	⇈	↑	⇈	⇈
Trans. Major	⇊	!	!	!	↑	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	!	↑	↑	⇈	⇈	↑	⇈	⇈
Drive System	⇈	↓	!	↑	⇈	!	⇈	!	⇈	⇈
Fuel System	⇈	⇈	⇈	⇈	⇈	⇈	↑	↓	⇈	⇈
Electrical	!	⇊	!	↓	↓	⇊	⇈	⇊	⇈	↑
Climate Syst.	⇈	⇈	⇈	⇈	⇈	⇈	↑	↑	↑	⇈
Suspension	↑	↑	!	⇈	↑	⇈	↑	↑	⇈	⇈
Brakes	↑	↑	↑	!	↑	!	↓	⇈	⇈	⇈
Exhaust	⇊	⇈	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	↑	⇈	↑	↑	!	↑	⇈	⇈	⇈
Noises & Leaks	⇈	⇊	⇈	↑	↑	!	!	↓	↑	↑
Body Hardware	⇈	!	⇈	↑	↑	⇈	⇈	↑	⇈	↑
Power Equip.	↓	!	⇈	↓	↑	↓	⇈	⇈	↑	↑
In-Car Electr.	!	!	↑	!	↑	⇊	!	⇊	⇊	!

PRICES

2013	$8,600 - $12,400
2014	$10,300 - $13,800
2015	$12,500 - $16,100
2016	$14,600 - $18,500
2017	$16,700 - $21,000
2018	$18,700 - $23,700
2019	$21,000 - $27,500
2020	$23,000 - $29,600
2021	$24,400 - $32,100
2022	$25,800 - $34,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	⇈/⇈
2014	Good	Accpt.	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Subaru Outback

The Outback is essentially a Legacy wagon with added ground clearance and a slightly raised roof. Turbocharged XT models feel very powerful, while the six-cylinder adds smoothness and quiet refinement. Ride quality is impressive, but handling is less crisp. The interior is roomy and on par with midsized SUVs. The cargo floor is lower, and the cargo floor is longer than in comparable SUVs. The 2015 redesign brought a nicer interior with contemporary infotainment capability and handy rooftop cross bars that swivel into place. Like with the Legacy, the 2020 redesign kept all of the positives, but, the new infotainment system requires users to wade into menus to perform some common tasks. The base 2.5-liter four-cylinder engine does the job but can feel strained under stress. The turbocharged 2.4-liter engine transforms the wagon with effortless acceleration. The ride is very comfortable, and handling is responsive and secure.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2010, 2015, 2020	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.	AWD

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	!	!	↑	↑	⇈	↑	!	!	!	↑
Engine, Major	↓	!	↑	↑	⇈	⇈	↑	↑	⇈	⇈
Engine Minor	⇊	!	!	!	!	!	!	!	↑	⇈
Engine Cooling	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇊	⇊	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	↓	!	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	!	!	↑	!	↑	⇈	↑	⇈	⇈	⇈
Fuel System	↑	↑	↑	⇈	⇈	⇈	↑	⇈	⇈	⇈
Electrical	!	↑	↓	⇊	↓	↓	↓	⇊	!	↑
Climate Syst.	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	!	⇈
Suspension	↓	↑	!	!	↑	!	↑	⇈	⇈	⇈
Brakes	!	!	↑	!	↑	↑	⇈	⇈	⇈	⇈
Exhaust	⇊	↓	↑	!	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↑	⇈	↑	↑	⇈	⇈	⇈	↑	↑	⇈
Noises & Leaks	⇊	⇊	↑	!	↑	↑	↑	!	↓	↑
Body Hardware	↑	↑	↑	!	⇈	⇈	↑	!	↑	⇈
Power Equip.	↑	!	!	!	!	!	↑	↓	!	⇈
In-Car Electr.	!	↑	↓	!	↑	⇊	↓	⇊	⇊	⇊

PRICES

2013	$9,500 - $13,000
2014	$11,900 - $15,100
2015	$14,000 - $17,500
2016	$15,900 - $19,200
2017	$17,800 - $23,600
2018	$19,900 - $26,000
2019	$22,200 - $28,700
2020	$25,100 - $33,100
2021	$27,300 - $36,200
2022	$30,100 - $38,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	⇈/⇈
2014	Good	Accpt.	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Subaru WRX/STi

A sporty version of the Impreza, the WRX's turbo engine provides quick and effortless acceleration, and the well-tuned suspension delivers a supple ride with agility. Its steering is sharp, but at its limits the WRX has too much body lean. The STi uses a 310-hp engine and is much harder riding, better for a race track than daily driving. In later years the ride became stiff and choppy, and the clunky shifter and abrupt clutch engagement were frustrating. For 2018, the WRX received a significant freshening that included suspension tweaks and a larger infotainment screen. Power and handling remained impressive, but the ride got worse and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The STi got updated brakes and standard Recaro seats for the Limited and SE models. The 2022 redesign features a 271-hp turbo engine with more low-end grunt and improvements that made the clutch more forgiving. The ride is still stiff and the car is very loud inside.

REDESIGN/FRESHENING:
2015, 2017, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$12,000 - $20,600
2014	$14,000 - $22,000
2015	$15,900 - $23,400
2016	$16,800 - $25,400
2017	$18,300 - $26,900
2018	$21,400 - $39,600
2019	$23,300 - $33,300
2020	$26,200 - $37,000
2021	$27,900 - $39,900
2022	$31,100 - $43,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	NT

Tesla Model 3

The Model 3 sedan is Tesla's most affordable model. The Long Range version can go 310 miles on a charge in our measurement. Acceleration is swift and handling is remarkably agile. The interior is uncluttered and nicely finished, and the front seats are comfortable. However, the ride is very stiff and choppy, and the rear seat sits uncomfortably low. The unconventional controls are very distracting and many simple tasks, such as adjusting the mirrors, require spending time interacting with the large touch screen. Tesla's Autopilot suite of advanced driver-assistance feature can add convenience but could lull drivers into complacency. Standard battery versions have an EPA-rated 220-mile range. Changes for 2019 included updates such as Tesla's Navigate on Autopilot software, which lets drivers choose whether the car can automatically change lanes without their input. Cruising range eventually grew to 353 miles for the Long Range version.

REDESIGN/FRESHENING:
2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability					*	❙	❙	❙	❙	↑
Engine, Major					*	❙	↑	⇈	⇈	⇈
Engine Minor					*	↓	⇈	↑	⇈	⇈
Engine Cooling					*	⇈	⇈	⇈	⇈	⇈
Trans. Major					*	⇈	⇈	⇈	⇈	⇈
Trans. Minor					*	⇈	⇈	⇈	⇈	⇈
Drive System					*	↑	⇈	↑	⇈	⇈
Fuel System					*	⇈	⇈	⇈	⇈	⇈
Electrical					*	⇊	↑	↑	⇈	⇈
Climate Syst.					*	↑	⇈	⇈	❙	⇈
Suspension					*	⇊	⇊	↑	⇈	⇈
Brakes					*	⇈	⇈	⇈	⇈	⇈
Exhaust					*	⇈	⇈	⇈	⇈	⇈
Paint/Trim					*	↓	❙	↓	⇊	↑
Noises & Leaks					*	⇊	⇊	⇊	⇊	↑
Body Hardware					*	❙	⇈	↓	⇊	⇈
Power Equip.					*	↑	↑	↑	↑	⇈
In-Car Electr.					*	❙	↑	❙	❙	⇈

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	$35,300 - $41,500
2019	$32,700 - $42,300
2020	$36,300 - $46,700
2021	$40,800 - $50,700
2022	$44,300 - $55,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Accpt.	Good	NT
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Tesla Model S

The Tesla Model S is a four-door luxury sports car that happens also to be an electric vehicle. Since 2012, Tesla has introduced multiple versions of the Model S with more power, more range, and other features. Performance is exceptional, with thrilling acceleration, pinpoint handling, and a steady ride. A huge center touch screen controls nearly all accessory functions. Drawbacks include tight access and restricted visibility. All-wheel-drive versions were added in 2014, along with an optional suite of advanced driver assistance features. A freshening in 2021 brought changes to the cabin with a different touchscreen, a chopped steering wheel and no stalks for a gear selector, turn signals or wipers. Instead, there is a slider on the screen or a touch sensitive gear selector on the console and the turn signal and wiper controls are on the steering wheel.. Instead of a side-mirror-based BSW system, the Model S displays images of cars in adjacent lanes within the instrument cluster—a poor substitute.

REDESIGN/FRESHENING:
2012

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2015.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	⇊	↓	!	!	↑	!	↑	⇊	↓	!
Engine, Major	⇊	⇊	↑	↑	⇈	↑	⇈	!	⇈	⇈
Engine Minor	↑	⇈	↑	↑	⇈	⇈	⇈	⇈	↑	⇈
Engine Cooling	↓	⇈	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇊	⇊	⇈	↓	!	!	↓	⇊	⇈	⇈
Fuel System	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇊	↓	⇊	!	⇈	↑	⇈	!	↑	⇈
Climate Syst.	⇊	!	!	↓	⇊	⇊	⇈	⇊	⇈	⇈
Suspension	↓	⇊	↓	⇊	⇊	!	⇊	↓	⇊	⇈
Brakes	⇈	⇈	↑	⇈	⇈	↑	⇈	!	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	!	!	!	↓	↑	⇈	⇈	⇊	⇊	!
Noises & Leaks	⇊	⇊	!	⇊	↓	⇊	↓	⇊	⇊	⇊
Body Hardware	⇊	⇊	⇊	⇊	↓	↑	⇈	⇊	⇊	⇊
Power Equip.	⇊	⇊	⇊	⇊	⇈	⇊	⇈	!	↑	↓
In-Car Electr.	⇊	⇊	⇊	⇊	⇊	⇊	⇊	↓	⇊	↑

PRICES

2013	$23,200 - $27,000
2014	$24,500 - $37,600
2015	$29,300 - $42,000
2016	$33,100 - $56,200
2017	$37,700 - $58,200
2018	$44,900 - $61,900
2019	$56,900 - $67,500
2020	$68,800 - $74,800
2021	$83,100 - $115,700
2022	$94,100 - $114,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	⇈/⇈
2014	NT	NT	⇈/⇈
2015	NT	NT	⇈/⇈
2016	Good	Accpt.	NT
2017	Good	Accpt.	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Tesla Model X

The showy Model X features rear doors that open up and out of the way, giving easy access to the rear seats. But these massive doors take their time to open and close. The huge windshield extends up and over the front-seat occupants, making the cabin feel airy. Buyers can opt for five-, six-, or seven-passenger seating configurations, but unlike every other SUV, the second row doesn't fold, which compromises utility. The X is very quick and handles nimbly in corners. However, the excessively stiff ride and pronounced wind noise aren't befitting the Model X's high price and luxury status. The new yoke steering wheel makes driving very awkward, and controls are extremely unintuitive. Moire recent updates included Tesla's new Navigate on Autopilot software, which lets drivers choose whether the car can automatically change lanes without their input. The Long Range version is rated at 360 miles. Like the Model S, there isn't a side-mirror-based BSW system; rather, it displays adjacent vehicles in the instrument cluster.

REDESIGN/FRESHENING:
2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability				!	*	↑	*	*	*	*
Engine, Major				!	*	⇈	*	*	*	*
Engine Minor				!	*	⇈	*	*	*	*
Engine Cooling				⇈	*	⇈	*	*	*	*
Trans. Major				⇈	*	⇈	*	*	*	*
Trans. Minor				⇈	*	⇈	*	*	*	*
Drive System				⇈	*	⇈	*	*	*	*
Fuel System				⇈	*	⇈	*	*	*	*
Electrical				⇊	*	!	*	*	*	*
Climate Syst.				↓	*	⇊	*	*	*	*
Suspension				⇊	*	⇊	*	*	*	*
Brakes				!	*	⇈	*	*	*	*
Exhaust				⇈	*	⇈	*	*	*	*
Paint/Trim				!	*	⇈	*	*	*	*
Noises & Leaks				⇈	*	⇊	*	*	*	*
Body Hardware				↓	*	!	*	*	*	*
Power Equip.				↓	*	⇈	*	*	*	*
In-Car Electr.				⇊	*	↓	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	$44,200 - $57,500
2017	$49,500 - $62,900
2018	$53,700 - $68,600
2019	$67,500 - $73,700
2020	$74,200 - $81,700
2021	$87,800 - $98,700
2022	$109,100 - $120,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	NT	NT	NT
2017	NT	NT	⇈/⇈
2018	NT	NT	⇈/⇈
2019	NT	NT	⇈/⇈
2020	NT	NT	⇈/⇈
2021	NT	NT	⇈/⇈
2022	NT	NT	⇈/⇈

Tesla Model Y

The Model Y is an electric SUV based on the Model 3. It's quick, agile and doesn't consume a drop of gas. There's no delay or hesitation off the line—just a silent burst of power, the likes of which rival gas-powered SUVs simply can't match. It sprints from 0-60 mph in a scant 4.7 seconds. It also has the same very distracting control layout and stiff ride. Charging time from near empty is 10 hours on 240 volt, though much quicker on a Tesla Wall Charger. The Model Y is taller and roomier than the Model 3. As such, the rear seat room is much better and the hatch provides more versatility. The driving position affords tons of headroom. Yet even with the elevated seat height, it's difficult to see any of the severely-sloping hood, which leaves the driver with almost no reference for where the hood ends. It's a five-seater, but a minuscule third-row seat is available. The cargo area is very wide and can handle a stroller, golf clubs, and a few suitcases. There isn't a proper BSW system other than displaying nearby cars on the center screen.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability								↓	↓	●
Engine, Major								⇈	↑	⇈
Engine Minor								⇈	⇈	⇈
Engine Cooling								⇈	⇈	⇈
Trans. Major								⇈	⇈	⇈
Trans. Minor								⇈	⇈	⇈
Drive System								↓	↑	⇈
Fuel System								⇈	⇈	⇈
Electrical								⇈	⇈	⇈
Climate Syst.								⇊	⇊	⇈
Suspension								⇊	↑	⇈
Brakes								⇈	⇈	⇈
Exhaust								⇈	⇈	⇈
Paint/Trim								⇊	↓	⇊
Noises & Leaks								⇊	↓	⇊
Body Hardware								⇊	⇊	⇊
Power Equip.								↑	↑	⇈
In-Car Electr.								↓	↑	●

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$51,200 - $54,000
2021	$51,200 - $58,300
2022	$59,700 - $62,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Toyota 4Runner ✓

Among conventional, body-on-frame SUVs, the 4Runner stands out for serious off-roading and good reliability. But its 2010 redesign felt like a step backwards. The unsettled ride, mediocre handling, cheap interior, high-step-in, and low ceiling left us unimpressed. Limited trim versions come with full-time four-wheel-drive which is an advantage. The 4.0-liter V6 engine is powerful but roars when accelerating. We got 18 mpg overall in our fuel-economy tests. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for challenging off-road conditions; Limited trims get a 4WD system that can stay engaged indefinitely. Controls are simple, with big buttons and knobs, but the radio touch screen is relatively small. All 2020 models get lots of standard safety features as well as an 8-inch touch-screen infotainment system. A tiny third-row seat was optional, and the power-retractable rear window is handy.

REDESIGN/FRESHENING:
2010

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	⇈	⇈	⇈	⇈	⇈	⇈	⇈	●	⇈	⇈
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈
Engine Minor	⇈	↑	⇈	⇈	↑	⇈	⇈	●	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈
Trans. Major	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	↑	↑	⇈	↑	↓	⇈	⇈	⇈	⇈	⇈
Drive System	⇈	⇈	↓	⇈	⇈	⇈	⇈	↓	⇈	⇈
Fuel System	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	↑	⇈	⇈	⇈	↓	⇈	⇈
Climate Syst.	⇈	⇈	⇈	⇈	↓	⇈	⇈	⇈	⇈	⇈
Suspension	⇊	●	↑	●	⇈	↑	●	↑	⇈	⇈
Brakes	↓	↓	↓	⇊	↑	⇈	⇈	⇊	⇈	⇈
Exhaust	↓	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	●	⇊	↓	↑	↑	⇈	⇊	↓	●
Noises & Leaks	⇈	↑	⇈	⇈	↑	⇈	↓	↑	↓	⇈
Body Hardware	⇈	⇊	●	↓	⇊	⇈	↑	⇈	⇈	⇈
Power Equip.	⇈	⇈	⇈	●	↑	⇈	⇈	↑	⇈	⇈
In-Car Electr.	↑	⇊	●	↑	●	↓	⇈	↑	●	↑

PRICES

2013	$18,600 - $22,100
2014	$20,500 - $24,700
2015	$22,800 - $33,100
2016	$24,900 - $36,100
2017	$26,900 - $38,500
2018	$28,900 - $41,700
2019	$30,700 - $44,800
2020	$32,100 - $47,400
2021	$33,500 - $51,200
2022	$36,400 - $55,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/⇈
2019	Good	Marg.	↑/⇈
2020	Good	Marg.	↑/⇈
2021	Good	Marg.	↑/⇈
2022	Good	Marg.	↑/⇈

Toyota Avalon ✓

The Avalon has always been a well-executed large sedan with a silky smooth powertrain, Lexus-like road isolation, and generous accommodations. A 2013 redesign brought a 36-mpg hybrid version. Handling was improved but the cushy ride was stiffened too much, especially on versions with the 18-inch tires. Toyota addressed the ride with a 2016 update. An all-new model debuted for 2019. The 3.5-liter V6 is paired with an eight-speed automatic transmission. We tested the hybrid version, which returned an impressive 42 mpg overall. Ride comfort is excellent and handling is responsive and secure, but the car's low stance hurts ease of access. The cabin is quiet and lavishly furnished. The infotainment system is easy to use, and features a 9-inch touchscreen. All-wheel drive, paired with a 2.5-liter engine, was available only during the 2021 model year. 2022 was the final year for the Avalon.

REDESIGN/FRESHENING:
2013, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017. BSW standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	↑	*
Engine, Major	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	*
Engine Minor	⇈	⇈	⇈	⇈	⇈	↑	↑	⇈	⇈	*
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Trans. Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	!	⇈	*
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	!	⇈	*
Drive System	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	!	*
Fuel System	↑	⇈	↑	⇈	⇈	↑	⇈	⇈	⇈	*
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	!	↑	⇈	*
Climate Syst.	⇈	⇈	⇈	⇈	⇈	⇈	⇈	!	⇈	*
Suspension	↑	⇈	⇈	↓	⇈	⇊	⇈	⇈	⇈	*
Brakes	↑	⇈	!	↑	⇈	↑	⇈	⇈	⇈	*
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	↑	↑	⇈	!	⇈	!	⇈	⇈	!	*
Noises & Leaks	⇈	⇈	⇈	⇈	⇈	↑	⇈	↑	!	*
Body Hardware	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈	*
Power Equip.	⇈	⇈	!	⇈	⇈	↑	⇈	⇈	⇈	*
In-Car Electr.	!	⇈	⇈	!	⇈	⇈	↑	↓	⇈	*

PRICES

2013	$13,600 - $15,300
2014	$14,500 - $17,000
2015	$15,600 - $18,400
2016	$17,300 - $21,600
2017	$20,100 - $25,000
2018	$22,400 - $27,900
2019	$28,500 - $33,900
2020	$31,000 - $38,000
2021	$33,000 - $39,600
2022	$37,000 - $44,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	NT	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Toyota Camry ✓

It's hard to go wrong with a used Camry. The car is roomy inside and the four-cylinder and six-speed automatic got 26 mpg overall. The 2012 redesign made handling more responsive and improved interior quality. Drawbacks include a somewhat convoluted touch-screen radio, and a Poor IIHS small overlap crash test score for 2012-14 models. The redesigned 2018 model was based on an all-new platform. Handling is slightly improved over previous versions, but the lower stance makes access a bit more difficult and the rear seat is smaller than in some competitors. The 2.5-liter four-cylinder provides good power and gets an impressive 32 mpg overall. A 3.5-liter V6 is also available. Both engines are paired to an eight-speed automatic. A very frugal hybrid LE gets 47 mpg. Apple CarPlay was added to the infotainment system for 2019. Updates for 2020 included available all-wheel drive. New for the 2021 model year was a larger infotainment screen, and a number of exterior styling updates.

REDESIGN/FRESHENING:
2012, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	!	↑
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	↑
Engine Minor	⇈	⇈	⇈	↑	⇈	⇈	⇈	↑	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈
Trans. Major	!	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈	⇈	⇈	⇈	!	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	!	⇈	↑	⇈	↓	!	↑
Climate Syst.	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	↑	⇈
Suspension	↑	⇈	⇈	⇈	⇈	!	!	⇈	⇈	⇈
Brakes	↑	!	!	↑	!	!	↑	⇈	↓	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↓	!	↓	↑	↑	!	⇈	⇈	⇈	⇈
Noises & Leaks	↑	↑	!	↑	↑	↑	↑	⇈	⇊	⇈
Body Hardware	↑	!	!	⇈	↑	⇈	⇈	!	⇈	⇈
Power Equip.	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
In-Car Electr.	↑	↑	!	↑	⇈	!	↑	⇈	⇈	!

PRICES

2013	$11,200 - $13,400
2014	$12,500 - $15,500
2015	$14,500 - $17,100
2016	$15,800 - $18,900
2017	$17,100 - $21,600
2018	$19,300 - $25,300
2019	$21,400 - $29,000
2020	$23,100 - $32,300
2021	$25,200 - $35,800
2022	$27,800 - $39,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	↑/⇈
2014	Good	Accpt.	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Toyota C-HR

The wild-styled C-HR is nimble to drive, but it also has several notable deficiencies. Unlike other subcompact-SUV competitors, this genre-bending model has no all-wheel-drive option. Visibility is horrendous, and the C-HR is tortoise-slow, taking more than 11 seconds in the 0-60 mph dash. At least it gets a very good 29 mpg overall. The continuously variable transmission is mostly unobtrusive, but it amplifies engine noise. The ride is firm and tightly controlled. Wind noise is pronounced at highway speeds. Hidden rear door handles give the impression of a two-door coupe, but they make it difficult for kids to open the doors. The XLE Premium trim has more comfortable seats. Although the rear seat is roomy, the small windows create a dark, cave-like cabin. 2022 was the C-HR's final year.

REDESIGN/FRESHENING:
2017, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	**'18**	'19	'20	'21	'22
Overall Reliability						*	*	*	*	*
Engine, Major						*	*	*	*	*
Engine Minor						*	*	*	*	*
Engine Cooling						*	*	*	*	*
Trans. Major						*	*	*	*	*
Trans. Minor						*	*	*	*	*
Drive System						*	*	*	*	*
Fuel System						*	*	*	*	*
Electrical						*	*	*	*	*
Climate Syst.						*	*	*	*	*
Suspension						*	*	*	*	*
Brakes						*	*	*	*	*
Exhaust						*	*	*	*	*
Paint/Trim						*	*	*	*	*
Noises & Leaks						*	*	*	*	*
Body Hardware						*	*	*	*	*
Power Equip.						*	*	*	*	*
In-Car Electr.						*	*	*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	$19,300 - $20,100
2019	$20,600 - $23,700
2020	$22,200 - $25,500
2021	$23,900 - $27,500
2022	$27,800 - $29,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	Good	Good	↑/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Toyota Corolla ✔

Historically, the Corolla has been a practically sized for easy maneuvering and parking, reliable car with very good fuel economy of 32 mpg overall from its quiet 1.8-liter four-cylinder. Ride comfort is commendable and handling is responsive. The CVT amplifies engine drone when climbing hills or merging, but is unobtrusive in ordinary everyday loafing around. The controls are simple to use. A Corolla hatchback with a 2.0-liter engine arrived for 2019. For the 2020 redesign Toyota made Corolla lower and sleeker, which compromised the rear seat room and made it harder to get in or out. The hybrid got an impressive 48 mpg overall while the regular four-cylinder got 33 mpg overall. Toyota improved handling agility without sacrificing ride quality. The controls are easy to use. Updates for 2021 included greater availability of BSW and RCTW, and a sporty Apex version.

REDESIGN/FRESHENING:
2009, 2014, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	↑	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Trans. Major	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	↑	↑	↑	↑	↑	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	●	⇈	⇈	⇈	↑	↑	⇈	↑	⇈	⇈
Climate Syst.	●	⇈	⇈	↑	↑	⇈	⇈	⇈	↑	⇈
Suspension	⇈	⇈	↑	↑	●	⇈	⇈	⇈	⇈	⇈
Brakes	⇈	●	⇈	↓	↑	↑	↑	⇈	↑	⇈
Exhaust	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↓	●	●	●	↑	↑	↑	↓	⇈	⇈
Noises & Leaks	↑	●	●	↑	●	⇈	⇈	↓	⇈	⇈
Body Hardware	↑	↑	↑	⇈	↑	⇈	⇈	●	⇈	⇈
Power Equip.	●	⇈	↑	⇈	⇈	↑	↑	⇈	⇈	⇈
In-Car Electr.	⇈	↓	↓	↑	↑	⇈	⇈	↓	⇈	↑

PRICES

2013	$10,900 - $11,900
2014	$12,000 - $12,900
2015	$13,000 - $14,900
2016	$13,800 - $16,100
2017	$15,800 - $17,500
2018	$16,600 - $18,700
2019	$18,700 - $22,100
2020	$20,600 - $24,200
2021	$22,000 - $27,900
2022	$23,200 - $30,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	Marg.	⇈/⇈
2015	Good	Marg.	⇈/⇈
2016	Good	Marg.	⇈/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

Toyota Highlander ✓

The Highlander has long been quiet and roomy, with smooth four- or six-cylinder engines, a comfortable ride, and easy-to-use controls. The third-row seat is spacious for kids and teens. For 2011 the hybrid got that V6 and averaged 27 mpg in our tests. The redesigned 2014 model looked edgier, and the V6 model improved to 20 mpg overall, though the hybrid fell to 25 mpg overall. Updates for 2017 included a new eight-speed transmission. The redesigned for 2020 model retained the comfortable ride and sound, secure handling. Interior fit and finish is upgraded, particularly in higher-trim versions. The V6 got 22 mpg overall in our tests, while the hybrid returned an excellent 35 mpg overall. The second row is very roomy, but the third row is tiny. Controls are easy to use. A sportier XSE trim is new for 2021.

REDESIGN/FRESHENING:
2008, 2014, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	**'14**	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	↑	↑
Engine, Major	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Engine Minor	↑	⇈	⇈	⇈	↑	↑	⇈	⇈	↑	⇈
Engine Cooling	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	↑	⇈	⇈	↑	↑	↓	⇈	⇈	⇈
Electrical	↑	↑	⇈	⇈	!	↑	⇈	⇈	⇈	⇈
Climate Syst.	↑	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	↑
Suspension	⇈	↑	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Brakes	↑	↑	!	↓	↑	↑	↑	!	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	!	↑	↑	↑	⇈	⇈	⇈	↑	⇈	⇈
Noises & Leaks	!	↑	↑	↑	!	↑	↑	!	↓	↑
Body Hardware	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Power Equip.	↑	⇊	⇈	!	⇈	⇈	⇈	⇈	⇈	⇈
In-Car Electr.	↑	!	↓	⇈	↑	⇈	↑	!	⇈	↑

PRICES

2013	$14,200 - $17,600
2014	$16,700 - $21,700
2015	$17,400 - $23,900
2016	$19,300 - $27,700
2017	$22,400 - $32,500
2018	$24,600 - $35,900
2019	$26,900 - $39,300
2020	$31,700 - $46,400
2021	$33,600 - $51,300
2022	$35,900 - $55,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	Accpt.	↑/⇈
2015	Good	Accpt.	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Toyota Land Cruiser

The Land Cruiser's smooth V8 provides muscular acceleration. It was last redesigned in 2008, when it got the powerful but thirsty 5.7-liter V8 used in the Tundra. Expect just 14 mpg overall. This big SUV has a comfortable and composed ride but handling is a bit clumsy. The interior is roomy, quiet, and well finished. The 4WD system is permanently engaged, a major safety advantage. Good off-road performance is a strong suit. The 50/50 split third-row seats fold up against the side of the cargo area rather than into the floor, thus robbing some cargo space. And the third-row is cramped, especially given the SUV's size. In our tests the Toyota proved clumsy but ultimately secure at its limits, with the stability-control system working hard to keep it on course. Later updates included an eight-speed automatic transmission. 2021 was this big SUV's last year.

REDESIGN/FRESHENING:
2008

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2016.

DRIVE WHEELS:
4WD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	
Engine, Major	*	*	*	*	*	*	*	*	*	
Engine Minor	*	*	*	*	*	*	*	*	*	
Engine Cooling	*	*	*	*	*	*	*	*	*	
Trans. Major	*	*	*	*	*	*	*	*	*	
Trans. Minor	*	*	*	*	*	*	*	*	*	
Drive System	*	*	*	*	*	*	*	*	*	
Fuel System	*	*	*	*	*	*	*	*	*	
Electrical	*	*	*	*	*	*	*	*	*	
Climate Syst.	*	*	*	*	*	*	*	*	*	
Suspension	*	*	*	*	*	*	*	*	*	
Brakes	*	*	*	*	*	*	*	*	*	
Exhaust	*	*	*	*	*	*	*	*	*	
Paint/Trim	*	*	*	*	*	*	*	*	*	
Noises & Leaks	*	*	*	*	*	*	*	*	*	
Body Hardware	*	*	*	*	*	*	*	*	*	
Power Equip.	*	*	*	*	*	*	*	*	*	
In-Car Electr.	*	*	*	*	*	*	*	*	*	

PRICES

2013	$39,600 - $39,600
2014	$43,800 - $43,800
2015	$48,200 - $48,200
2016	$56,500 - $56,500
2017	$62,500 - $62,500
2018	$72,300 - $72,300
2019	$76,300 - $76,300
2020	$87,000 - $88,600
2021	$97,200 - $99,300
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	-	-	-

Toyota Prius ✓

The 2010-15 Prius is among the most fuel-efficient cars, returning 44 mpg overall. The drive battery recharges while coasting or braking. It can drive at low speeds on electric power alone. The ride is firm but compliant, and handling is responsive, if not particularly agile. Some controls are complicated. The plug-in version had an electric range of about 12 miles. The redesigned 2016 model got an incredible 52 mpg overall in our tests and the updated plug-in model gets increased electric range. It also handles more responsively and rides more comfortably than the previous generation. But cabin access is worse thanks to the lower stance, and the cloth seats feel cheap. For 2017, all models came standard with lots of standard safety features. Updates for 2019 included available all-wheel drive. The Prius Prime is a plug-in version that can drive about 23 miles on electricity only.

REDESIGN/FRESHENING:
2010, 2016, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Major	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	!	↑	↓	↑	!	!	↑	↑	⇈	⇈
Climate Syst.	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Suspension	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Brakes	↑	↑	↑	↑	↑	↑	!	⇈	↑	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	↑	↑	↓	↓	!	⇈	⇈	↑	⇈
Noises & Leaks	⇈	↑	⇈	!	↑	⇈	⇈	↑	⇈	⇈
Body Hardware	↑	↑	⇈	!	↑	↑	⇈	⇈	↑	⇈
Power Equip.	↑	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
In-Car Electr.	↑	⇈	↑	↑	↑	↑	⇈	↑	⇈	⇈

PRICES

2013	$13,900 - $15,100
2014	$15,600 - $16,900
2015	$17,200 - $18,600
2016	$19,500 - $19,500
2017	$21,400 - $25,000
2018	$22,600 - $26,900
2019	$24,200 - $29,400
2020	$25,800 - $31,900
2021	$27,600 - $34,000
2022	$29,200 - $35,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	Accpt.	↑/⇈
2015	Good	Accpt.	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Toyota Prius C ✓

The Prius C hatchback provides an affordable, smaller alternative for those who want a Toyota hybrid for a little less money than the Prius. But its harsh ride, noisy engine and cabin, and slow acceleration make it feel more like an econobox than a sophisticated hybrid. It gets very good city fuel economy of 37 mpg, but its overall 43 mpg falls 1 mpg short of the larger 2010-2015 Prius. The interior is full of cheap-looking materials, the driving position and rear seats are cramped, and there's not much cargo space. At least the C's tiny dimensions make it a natural for driving and parking in urban settings. Forward collision warning and automatic emergency braking became standard for 2017, and the Prius C was dropped after 2019.

REDESIGN/FRESHENING:
2012

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	⇈	⇈	⇈	⇈	*	*	*			
Engine, Major	↑	⇈	⇈	⇈	*	*	*			
Engine Minor	↑	↑	⇈	⇈	*	*	*			
Engine Cooling	⇈	⇈	⇈	⇈	*	*	*			
Trans. Major	⇈	⇈	⇈	⇈	*	*	*			
Trans. Minor	⇈	⇈	⇈	⇈	*	*	*			
Drive System	⇈	↑	⇈	⇈	*	*	*			
Fuel System	⇈	⇈	⇈	⇈	*	*	*			
Electrical	⇊	!	!	⇈	*	*	*			
Climate Syst.	⇈	⇈	⇈	⇈	*	*	*			
Suspension	⇈	⇈	↑	↑	*	*	*			
Brakes	⇈	⇈	↑	⇈	*	*	*			
Exhaust	↑	⇈	⇈	⇈	*	*	*			
Paint/Trim	⇈	↑	⇈	⇈	*	*	*			
Noises & Leaks	⇈	⇈	⇈	↑	*	*	*			
Body Hardware	⇈	⇈	⇈	⇈	*	*	*			
Power Equip.	⇈	⇈	↓	⇈	*	*	*			
In-Car Electr.	⇈	⇈	↑	⇈	*	*	*			

PRICES

2013	$11,200 - $11,200
2014	$12,300 - $12,300
2015	$13,900 - $13,900
2016	$15,000 - $15,500
2017	$15,800 - $17,600
2018	$17,700 - $20,100
2019	$19,500 - $20,900
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	↑/↑
2014	Good	Poor	↑/↑
2015	Good	Accpt.	↑/↑
2016	Good	Accpt.	↑/↑
2017	Good	Accpt.	↑/↑
2018	Good	Accpt.	↑/↑
2019	Good	Accpt.	↑/↑
2020	-	-	-
2021	-	-	-
2022	-	-	-

⇊ ↓ I ↑ ⇈

WORSE — BETTER

✓ CR RECOMMENDED

Toyota Prius V ✓

This wagon version of the pre-2016 generation Prius offers a very roomy rear seat and a generous cargo area. It's about the size of a Mazda5 but seats just five. The extra weight and bigger profile take a small toll on fuel economy, but the V still got an excellent 41 mpg overall in our tests. Despite lower gearing, the electric motor and engine have to work fairly hard, especially when the car is loaded. It drives similarly to the standard Prius, but handling isn't exactly agile. A chair like seating position, low sills, and big windows combine to make the Prius V feel open and airy. The standard backup camera is a welcome feature. A weight-saving plastic moonroof is optional. 2018 was its final year.

REDESIGN/FRESHENING: 2012

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	⇈	⇈	⇈	⇈	⇈	*				
Engine, Major	I	↑	⇈	⇈	⇈	*				
Engine Minor	↑	⇈	⇈	⇈	⇈	*				
Engine Cooling	↑	⇈	⇈	⇈	⇈	*				
Trans. Major	⇈	⇈	⇈	⇈	⇈	*				
Trans. Minor	⇈	⇈	⇈	⇈	⇈	*				
Drive System	⇈	↑	⇈	⇈	⇈	*				
Fuel System	⇈	⇈	⇈	⇈	⇈	*				
Electrical	↑	⇈	⇈	⇈	⇈	*				
Climate Syst.	⇈	⇈	⇈	⇈	⇈	*				
Suspension	⇈	I	↑	⇈	⇈	*				
Brakes	↑	I	⇈	⇈	⇈	*				
Exhaust	I	⇈	⇈	⇈	⇈	*				
Paint/Trim	↑	⇈	↑	↑	↑	*				
Noises & Leaks	↑	⇈	⇈	⇈	⇈	*				
Body Hardware	↑	⇈	I	⇈	⇈	*				
Power Equip.	⇈	⇈	I	⇈	⇈	*				
In-Car Electr.	⇈	↑	↓	↑	↑	*				

PRICES

2013	$13,700 - $13,700
2014	$15,000 - $15,000
2015	$16,900 - $16,900
2016	$18,700 - $18,700
2017	$20,800 - $22,700
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	↑/⇈
2014	Good	Poor	↑/⇈
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Toyota RAV4 ✓

The RAV4 delivers agility and easy cabin access. In our tests its 2.5-liter four-cylinder and six-speed automatic returned 24 mpg overall. Handling is nimble and secure, although the ride is firm. The cabin features clear, intuitive controls but some cheap details are apparent. Freshened for 2016, a hybrid version with impressive fuel economy debuted. Skip the 2013-2014 RAV4s, which got a Poor in the driver-side IIHS small-overlap crash test. The 2019 redesign gave the RAV4 a more-rugged appearance. The 2.5-liter, four-cylinder and eight-speed automatic delivers relatively quick acceleration and 27 mpg overall. The energetic hybrid version got 37 mpg. Handling is good but the ride is stiff and a little jumpy, and the noisy engine hurts the driving experience. In 2021 a plug-in hybrid version, called RAV4 Prime, arrived. It has 302 combined hp, standard AWD, and can travel about 40 miles on electric power.

REDESIGN/FRESHENING: 2013, 2016, 2019

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	**'19**	'20	'21	'22
Overall Reliability	⇈	↑	⇈	⇈	⇈	⇈	↑	I	I	⇈
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈
Engine Minor	⇈	⇈	⇈	⇈	⇈	↑	⇈	I	I	⇈
Engine Cooling	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↑	↑	↑	⇈	⇈	⇈	↑	⇈	⇈	⇈
Trans. Minor	↑	↑	⇈	⇈	⇈	⇈	I	⇈	↑	⇈
Drive System	↑	↑	⇈	⇈	⇈	⇈	I	⇈	⇈	⇈
Fuel System	⇈	I	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	I	↑	⇈	⇈	↓	↑	⇈
Climate Syst.	⇈	I	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Suspension	⇈	I	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈
Brakes	↑	↑	I	I	↓	I	⇈	↑	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↓	I	I	⇈	↑	↑	I	⇈	⇈	⇈
Noises & Leaks	↑	I	I	I	↑	I	⇊	⇈	I	↑
Body Hardware	↑	I	↑	⇈	↑	↑	I	⇈	⇈	⇈
Power Equip.	↑	I	I	↑	↑	⇈	⇈	⇈	↑	↑
In-Car Electr.	↑	↓	↑	↑	⇈	⇈	I	↑	⇈	⇈

PRICES

2013	$13,500 - $16,000
2014	$14,700 - $16,700
2015	$15,700 - $18,200
2016	$16,900 - $22,500
2017	$18,500 - $25,600
2018	$20,900 - $28,800
2019	$23,700 - $34,400
2020	$25,800 - $37,200
2021	$27,700 - $39,700
2022	$30,000 - $42,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Poor	↑/⇈
2014	Good	Poor	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Toyota Sequoia

Based on the Tundra pickup, the Sequoia offers a roomy third-row seat that folds flat into the floor, providing a large, flat cargo area. Power came from one of two V8 engines: a 310-hp 4.6-liter or a 381-hp 5.7-liter, which became the standard engine in 2013. Despite updates over the years the Sequoia's ride feels truckish, and handling is clumsy. Acceleration from the 5.7-liter engine is quick, and it returned 15 mpg overall in our tests. Updates for 2018 brought an exterior freshening, a comprehensive suite of advanced safety features, and a new trim called TRD Sport. Available on four- and two-wheel drive models, the added equipment includes specially tuned Bilstein shocks and beefier front and rear anti-sway bars, 20-inch wheels, LED headlights, and various 'TRD' badging.

REDESIGN/FRESHENING:
2008, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2018.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2013	$16,900 - $22,500
2014	$18,500 - $24,600
2015	$21,500 - $29,000
2016	$24,000 - $33,200
2017	$28,200 - $39,900
2018	$33,700 - $47,200
2019	$37,200 - $52,000
2020	$43,200 - $56,900
2021	$45,200 - $61,200
2022	$49,900 - $65,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Toyota Sienna ✓

The Sienna's 2011 redesign gave the minivan a composed ride and refined powertrain, but interior quality and noise isolation took a step backwards. Fuel economy from the lively 3.5-liter V6 is a relatively good 20 mpg for the FWD model, while the AWD version sacrifices just 1 mpg. All three rows are roomy, with seating for up to eight. Handling is responsive and secure. Updates for 2015 included simplified controls and an updated infotainment system. The 2017 model got a new eight-speed automatic. Advanced safety gear became standard in 2018. The redesigned 2021 Sienna comes exclusively as a hybrid, with a combined 245 hp between the electric drive and the 2.5-liter four-cylinder engine. Fuel economy is superb, at 36 mpg overall. It can glide on electric power at very low speeds, but when more power is needed the gas engine gets noisy. It rides comfortably, but handling is uninspiring due to overly light steering. The infotainment touch screen is easy to use, though some controls are a far reach.

REDESIGN/FRESHENING:
2011, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018; BSW and RCTW from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	**'21**	'22
Overall Reliability	↑	↑	⇈	⇈	↑	⇈	∣	⇈	↑	∣
Engine, Major	∣	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	∣
Engine Cooling	⇈	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	↑	⇈	⇈	↓	⇈	⇈	⇈
Drive System	↑	↑	⇈	⇈	↑	↑	∣	⇈	∣	⇈
Fuel System	⇈	⇈	⇈	⇈	∣	↑	∣	⇈	⇈	⇈
Electrical	∣	⇈	⇈	↑	⇈	⇈	∣	∣	⇈	∣
Climate Syst.	↓	↑	⇈	⇈	⇈	↑	↑	⇈	↑	∣
Suspension	↑	↓	↓	∣	↓	⇈	↑	⇈	⇈	⇈
Brakes	∣	⇊	↓	∣	↑	⇈	⇊	⇈	↑	⇈
Exhaust	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	∣	↑	↑	↑	↑	⇈	⇈	⇈	⇈
Noises & Leaks	∣	⇈	↑	↑	⇊	⇈	∣	⇈	↑	⇈
Body Hardware	↑	↓	∣	⇈	↑	⇈	⇈	⇈	⇈	⇈
Power Equip.	↑	↓	⇊	↓	↑	↓	↑	⇈	⇈	∣
In-Car Electr.	∣	⇈	↑	⇈	↑	↑	↑	↑	⇈	∣

PRICES

2013	$12,300 - $16,300
2014	$13,600 - $17,300
2015	$16,300 - $22,000
2016	$17,000 - $24,700
2017	$21,000 - $28,000
2018	$23,100 - $32,400
2019	$25,400 - $36,800
2020	$28,900 - $42,800
2021	$38,100 - $52,900
2022	$44,000 - $59,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	NT	↑/⇈
2015	Good	Accpt.	↑/⇈
2016	Good	Accpt.	↑/⇈
2017	Good	Accpt.	↑/⇈
2018	Good	Accpt.	↑/⇈
2019	Good	Accpt.	↑/⇈
2020	Good	Accpt.	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

⇊ ↓ ! ↑ ⇈
WORSE BETTER

✓ CR RECOMMENDED

Toyota Supra

The Supra was reborn as a focused sports car that relies on the BMW Z4 components. The extroverted two-seater is powered by an ultra-smooth and punchy 3.0-liter turbo six-cylinder engine from BMW. A four-cylinder turbo is also available. That smooth punch is routed through a slick eight-speed automatic transmission to the rear wheels. The driver can override gear choices with paddles via the steering wheel. Sport mode sharpens responses and amplifies the exhaust sound. Handling is super-responsive and agile, and the car can be playful on a track. The ride is stiff but tolerable. Getting in and out is a chore, and visibility is severely limited. The BMW iDrive infotainment system takes some getting used to but is logical. Updates for 2021 include a power boost and suspension refinements for the six-cylinder models, as well as a new four-cylinder turbo version. Also, all 2021 models get a standard 8.8-inch touch screen.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability								*	*	*
Engine, Major								*	*	*
Engine Minor								*	*	*
Engine Cooling								*	*	*
Trans. Major								*	*	*
Trans. Minor								*	*	*
Drive System								*	*	*
Fuel System								*	*	*
Electrical								*	*	*
Climate Syst.								*	*	*
Suspension								*	*	*
Brakes								*	*	*
Exhaust								*	*	*
Paint/Trim								*	*	*
Noises & Leaks								*	*	*
Body Hardware								*	*	*
Power Equip.								*	*	*
In-Car Electr.								*	*	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$48,100 - $52,000
2021	$44,200 - $55,700
2022	$47,500 - $57,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT

Toyota Tacoma ✓

This hard-riding workhorse holds its value surprisingly well, making bargain-priced used Tacomas hard to find. Prior to 2016 the Tacoma used a 4.0-liter V6, which provided strong performance and competitive fuel economy. But the truck suffered from a terrible ride and an uncomfortable driving position, and lacked some modern standard safety features. Payload capacity is relatively small, but the TRD equipped trucks are excellent off-road. The 2016 redesign brought a 3.5-liter V6 engine hooked up to either a six-speed manual or a six speed automatic. Our 4WD V6 version delivered a good 19 mpg overall. Though the truck is tough as nails and delivers impressive off-road prowess, it's still primitive. The ride is stiff, handling is ponderous, the cabin is very loud, and the driving position is awkwardly low. The modern connectivity features are welcome. For 2020, the Tacoma got a mild freshening that brought thicker glass to suppress noise and an available power driver's seat.

REDESIGN/FRESHENING:
2005, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	⇈	⇈	⇈	⇈	⇈	!	↑	↑	↑	↑
Engine, Major	⇈	⇈	⇈	⇈	↑	↑	↑	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇈	⇈	↑	↑	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↑	⇈	↑	!	⇈	↑	⇈	⇈	⇈	⇈
Trans. Minor	!	⇈	⇈	↑	↑	↑	⇈	↓	!	⇈
Drive System	↑	!	⇈	⇈	↑	!	↑	⇈	⇈	↑
Fuel System	↑	⇈	⇈	⇈	⇈	⇊	⇊	⇈	⇈	⇈
Electrical	⇈	↑	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Climate Syst.	!	!	↓	!	↑	⇈	⇈	⇈	⇈	⇈
Suspension	↑	⇈	⇈	↑	⇈	!	↑	⇈	⇈	⇈
Brakes	↑	↑	↑	↑	⇈	⇈	⇈	↑	↑	↑
Exhaust	↓	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↑	↑	↑	↓	↑	↓	⇈	!	⇈	⇈
Noises & Leaks	↑	⇈	↑	↑	↓	⇈	!	↑	⇈	⇈
Body Hardware	↑	⇈	⇈	↓	↑	↑	⇈	⇈	⇈	⇈
Power Equip.	⇈	⇈	↑	⇈	⇈	↑	⇈	⇈	⇈	⇈
In-Car Electr.	↑	↑	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈

PRICES

2013	$12,900 - $21,000
2014	$13,900 - $22,900
2015	$17,000 - $25,600
2016	$19,300 - $30,600
2017	$21,000 - $37,100
2018	$22,000 - $39,100
2019	$24,300 - $41,300
2020	$26,000 - $43,300
2021	$27,000 - $46,500
2022	$28,800 - $47,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	!/⇈
2014	Good	NT	!/⇈
2015	Good	NT	!/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Toyota Tundra ✓

The original Tundra was smaller than the bigger trucks from Detroit but it handled fairly well and had a comfortable ride and quiet cabin. A major redesign arrived in 2007. This truck is a true full-size pickup, with three cab sizes and different bed lengths. Its 5.7-liter V8 is rewardingly powerful and the six-speed automatic is very smooth and responsive. This combination produced a competitive 15 mpg overall. A V6 and a smaller 4.6-liter V8 were offered in some model years. Off-road capability and towing capacity are impressive. One nice touch is the easy-to-lift dampened tailgate. The Tundra hasn't changed much since, although it did receive an updated interior and new exterior styling as part of a 2014 freshening. While domestic trucks have received several updates, changes to the Tundra since its introduction have been minor, making later years feel somewhat dated. Probably the biggest Tundra advantage is the consistent superior reliability over the domestic rivals.

REDESIGN/FRESHENING:
2007, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	**'22**
Overall Reliability	⇈	⇈	⇈	❙	⇈	⇈	⇈	⇈	↑	↓
Engine, Major	❙	⇈	⇈	↓	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈	↑	↑	❙	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	⇈	❙	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	❙	⇈	⇈	❙	⇈	↑	❙	⇈	⇈	⇈
Fuel System	❙	↑	⇈	↑	❙	↓	⇊	↑	⇈	↑
Electrical	⇈	⇈	↑	❙	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	↑	⇈	↑	⇈	⇈	⇈	⇈	↑	↑	⇈
Suspension	↑	⇈	↑	❙	❙	⇈	❙	⇈	↑	⇈
Brakes	↑	↑	⇊	⇊	↓	❙	⇈	⇈	❙	❙
Exhaust	↑	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	↑	⇈	↓	↑	⇈	⇈	↓	❙	⇊
Noises & Leaks	⇈	⇈	↑	↑	⇈	↑	⇈	⇈	⇈	⇊
Body Hardware	⇈	⇈	⇈	⇊	⇈	↑	⇈	⇈	↓	⇊
Power Equip.	↑	❙	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
In-Car Electr.	⇈	❙	↑	⇈	↑	↑	⇈	⇈	⇈	↓

PRICES

2013	$15,800 - $25,500
2014	$16,500 - $29,400
2015	$18,100 - $32,000
2016	$20,300 - $34,500
2017	$22,500 - $37,300
2018	$25,300 - $41,200
2019	$29,500 - $46,300
2020	$33,800 - $48,800
2021	$36,000 - $56,300
2022	$41,000 - $84,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/⇈
2019	Good	Marg.	↑/⇈
2020	Good	Marg.	↑/⇈
2021	Good	Marg.	↑/⇈
2022	Good	Good	NT

Toyota Venza ✓

The original Venza had easy cabin access, a quiet interior, and a roomy rear seat. The rear hatch and large load floor aid cargo flexibility. Its refined 3.5-liter V6 engine returned a respectable 20 mpg overall. A four-cylinder was also available. Handling is secure but the steering is short on feedback, hurting agility, and the ride is stiff and jittery. Updates for 2013 included a modern infotainment system and slightly improved interior finish. A new midsized hybrid SUV with the Venza name was introduced for the 2021 model year. It's a pleasant-enough vehicle, but other than an excellent 37 mpg overall, it doesn't stand out in the midsized segment. The 2.5-liter four-cylinder engine and electric drive, shared with the RAV4 Hybrid, yield a combined output of 219 hp. All-wheel drive is standard. We found that the Venza rides comfortably and handles soundly, but tire and engine noise can be pronounced. The controls are very distracting.

REDESIGN/FRESHENING:
2009, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	**'21**	'22
Overall Reliability	⇈	⇈	⇈						↑	↑
Engine, Major	⇈	↑	⇈						⇈	⇈
Engine Minor	⇈	❙	⇈						⇈	⇈
Engine Cooling	↑	⇈	↑						⇈	⇈
Trans. Major	⇈	⇈	⇈						⇈	⇈
Trans. Minor	⇈	⇈	⇈						⇈	⇈
Drive System	↑	↑	⇈						⇈	⇈
Fuel System	⇈	⇈	⇈						⇈	⇈
Electrical	⇈	↑	⇈						⇈	⇈
Climate Syst.	⇈	⇈	↑						⇈	⇈
Suspension	↑	⇈	⇈						↑	⇈
Brakes	↑	⇊	↑						⇈	⇈
Exhaust	⇈	⇈	⇈						⇈	⇈
Paint/Trim	⇈	↑	⇈						↑	⇈
Noises & Leaks	↑	❙	⇈						❙	⇈
Body Hardware	↑	↑	⇈						⇈	↑
Power Equip.	↑	⇈	⇈						↑	↑
In-Car Electr.	⇈	↑	❙						⇈	⇈

PRICES

2013	$12,100 - $15,700
2014	$13,500 - $17,100
2015	$15,000 - $18,400
2016	-
2017	-
2018	-
2019	-
2020	-
2021	$34,900 - $40,700
2022	$38,300 - $44,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	NT	↑/⇈
2015	Good	NT	↑/⇈
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Toyota Yaris

Not to be confused with the Yaris iA, the Yaris offers excellent fuel economy of 32 mpg overall in the sedan with the automatic transmission, and 30 in the hatchback. But the driving position forces the driver to sit with arms extended and legs bent, which is annoying. We aren't fans of the center-mounted gauge cluster and the cabin's cheap fit and finish. Acceleration is adequate, but engine drone intrudes. At least the ride is compliant and handling is reasonably responsive and secure with ESC, though earlier models could be a handful. The 2012 redesign included a reworked interior, which moved the speedometer to the traditional position behind the steering wheel. However, the Yaris remained rough and very Spartan, with ho-hum handling and slow acceleration. For 2020, a hatchback returned based on the Mazda-sourced sedan. 2020 was the final year for the Yaris.

REDESIGN/FRESHENING: 2007, 2012

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. AEB standard from 2017.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	*	*	*		
Engine, Major	*	*	*	*	*	*	*	*		
Engine Minor	*	*	*	*	*	*	*	*		
Engine Cooling	*	*	*	*	*	*	*	*		
Trans. Major	*	*	*	*	*	*	*	*		
Trans. Minor	*	*	*	*	*	*	*	*		
Drive System	*	*	*	*	*	*	*	*		
Fuel System	*	*	*	*	*	*	*	*		
Electrical	*	*	*	*	*	*	*	*		
Climate Syst.	*	*	*	*	*	*	*	*		
Suspension	*	*	*	*	*	*	*	*		
Brakes	*	*	*	*	*	*	*	*		
Exhaust	*	*	*	*	*	*	*	*		
Paint/Trim	*	*	*	*	*	*	*	*		
Noises & Leaks	*	*	*	*	*	*	*	*		
Body Hardware	*	*	*	*	*	*	*	*		
Power Equip.	*	*	*	*	*	*	*	*		
In-Car Electr.	*	*	*	*	*	*	*	*		

PRICES

2013	$7,900 - $9,000
2014	$9,000 - $10,300
2015	$10,700 - $12,300
2016	$12,200 - $13,700
2017	$13,800 - $15,000
2018	$14,300 - $17,100
2019	$16,500 - $17,700
2020	$18,200 - $20,200
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	↑/⇈
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/NT
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	-	-	-
2022	-	-	-

Volkswagen Atlas

Volkswagen's Atlas is a formidable competitor among three-row SUVs, putting size and functionality front and center. The Atlas drives well, with a comfortable ride and surprisingly agile handling for its size. The cabin is quiet and very accommodating, including a true third-row seat that's fit for adults. A unique, effortlessly articulating second row allows a clear access path to the way back. The controls are a model of clarity, with an easy-to-use infotainment system. Though the V6 engine and smooth eight-speed automatic make the Atlas feel lively during everyday driving, its acceleration trails competitors and its 20 mpg overall fuel economy is not outstanding. Towing capacity is a generous 5,000 pounds. A freshening for 2021 included expanding the availability of the 2.0-liter turbo four-cylinder engine with all-wheel-drive. The five-passenger Atlas Cross Sport is an edgier take on the Atlas and shares its underpinnings and engine choices.

REDESIGN/FRESHENING: 2018

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability						⇊	⇊	*	!	*
Engine, Major						↓	⇊	*	⇈	*
Engine Minor						⇊	!	*	⇈	*
Engine Cooling						⇊	!	*	⇈	*
Trans. Major						⇈	⇈	*	⇈	*
Trans. Minor						⇈	!	*	⇈	*
Drive System						⇈	↓	*	!	*
Fuel System						⇊	⇊	*	!	*
Electrical						↓	⇊	*	⇈	*
Climate Syst.						↓	⇈	*	⇈	*
Suspension						⇈	⇊	*	⇈	*
Brakes						↑	↓	*	⇊	*
Exhaust						⇊	↓	*	⇊	*
Paint/Trim						⇈	⇈	*	!	*
Noises & Leaks						⇊	⇊	*	!	*
Body Hardware						⇈	⇈	*	!	*
Power Equip.						⇊	↓	*	⇈	*
In-Car Electr.						!	⇊	*	↓	*

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	$20,400 - $29,700
2019	$24,000 - $33,900
2020	$26,100 - $36,300
2021	$28,600 - $42,200
2022	$32,400 - $44,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	↑/⇈

Volkswagen Beetle

The Beetle is available as a hatchback or convertible. We found the ride composed and handling fairly nimble, but the high roofline and expansive windshield make it hard to block the sun. The rear is cramped, though the seats fold for increased cargo space. Various engines have been available, including an anemic base four-cylinder that was replaced by a gruff and thirsty five-cylinder; a couple of turbocharged four-cylinders; and a four-cylinder turbodiesel. The Beetle was redesigned for 2012, with a more normal driving position. While the ride is acceptable, it's a bit unsettled. Handling is responsive but not sporty, and it gets sloppy in demanding conditions. Wind noise is excessive and visibility is limited. For 2018, a 2.0-liter turbo became standard, and the manual transmission was dropped. 2019 was the Beetle's final production run.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2012	ABS, ESC, and side air bags standard. BSW and RCTW standard from 2019.	Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	↑	*	*	*	*	*	⇊			
Engine, Major	⇈	*	*	*	*	*	⇊			
Engine Minor	⇈	*	*	*	*	*	⇊			
Engine Cooling	⇈	*	*	*	*	*	⇊			
Trans. Major	!	*	*	*	*	*	⇈			
Trans. Minor	⇈	*	*	*	*	*	⇈			
Drive System	!	*	*	*	*	*	⇈			
Fuel System	⇊	*	*	*	*	*	⇈			
Electrical	⇈	*	*	*	*	*	⇊			
Climate Syst.	⇊	*	*	*	*	*	⇈			
Suspension	⇈	*	*	*	*	*	⇈			
Brakes	↑	*	*	*	*	*	⇈			
Exhaust	⇈	*	*	*	*	*	⇈			
Paint/Trim	⇈	*	*	*	*	*	⇈			
Noises & Leaks	⇊	*	*	*	*	*	↓			
Body Hardware	⇈	*	*	*	*	*	⇈			
Power Equip.	!	*	*	*	*	*	⇊			
In-Car Electr.	⇈	*	*	*	*	*	⇊			

PRICES

2013	$9,300 - $13,500
2014	$10,600 - $15,900
2015	$12,200 - $17,700
2016	$14,200 - $23,500
2017	$16,100 - $22,900
2018	$18,900 - $25,500
2019	$21,300 - $31,400
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	↑/⇈
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/NT
2019	Good	Marg.	↑/NT
2020	-	-	-
2021	-	-	-
2022	-	-	-

Volkswagen CC, Arteon

The CC, a four-door coupe version of the VW Passat, is enjoyable to drive, thanks to its agile and responsive handling and attractive cabin. But style trumps function here, with less interior space, worse visibility, and more difficult access than the regular Passat. It seats only four, limiting its practicality further. The taut ride is compliant and composed, particularly on the highway. The 2.0-liter turbocharged four-cylinder engine pulls strongly and returns 24 mpg; a 3.6-liter V6 and all-wheel drive are optional. The bespoke interior is very well-finished, but some controls are awkward to use or hard to read. The Arteon, a practical, sporty, and well-appointed hatchback with a coupe-like exterior profile replaced the CC starting 2019. Our testers praised its prompt acceleration, confidence in corners, and pleasant but firm ride, even on rough roads.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2009, 2019	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	*	*	*	*	*		*	*	*	*
Engine, Major	*	*	*	*	*		*	*	*	*
Engine Minor	*	*	*	*	*		*	*	*	*
Engine Cooling	*	*	*	*	*		*	*	*	*
Trans. Major	*	*	*	*	*		*	*	*	*
Trans. Minor	*	*	*	*	*		*	*	*	*
Drive System	*	*	*	*	*		*	*	*	*
Fuel System	*	*	*	*	*		*	*	*	*
Electrical	*	*	*	*	*		*	*	*	*
Climate Syst.	*	*	*	*	*		*	*	*	*
Suspension	*	*	*	*	*		*	*	*	*
Brakes	*	*	*	*	*		*	*	*	*
Exhaust	*	*	*	*	*		*	*	*	*
Paint/Trim	*	*	*	*	*		*	*	*	*
Noises & Leaks	*	*	*	*	*		*	*	*	*
Body Hardware	*	*	*	*	*		*	*	*	*
Power Equip.	*	*	*	*	*		*	*	*	*
In-Car Electr.	*	*	*	*	*		*	*	*	*

PRICES

2013	$7,400 - $10,500
2014	$9,000 - $13,300
2015	$10,500 - $15,000
2016	$12,700 - $18,100
2017	$15,800 - $17,400
2018	-
2019	$23,800 - $31,900
2020	$25,700 - $34,700
2021	$28,900 - $39,000
2022	$33,600 - $43,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	NT
2014	Good	Marg.	NT
2015	Good	Marg.	NT
2016	Good	Marg.	NT
2017	Good	Marg.	NT
2018	-	-	-
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT

Volkswagen Eos

The Eos convertible can be considered the successor to the Volkswagen Cabrio. It's a Jetta-based four-seater equipped with a folding metal hard top. One novel feature for a convertible is a built-in sunroof that can be opened when the hardtop is closed. The seats are comfortable and interior fit and finish is impressive. Power comes from a 2.0-liter, turbocharged four-cylinder, with Volkswagen's responsive sequential-shift DSG transmission. A 3.2-liter V6 was available on 2007 to 2008 models. The manual transmission was dropped in 2012, and the EOS ceased production after the 2016 model year.

REDESIGN/FRESHENING: 2007

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*						
Engine, Major	*	*	*	*						
Engine Minor	*	*	*	*						
Engine Cooling	*	*	*	*						
Trans. Major	*	*	*	*						
Trans. Minor	*	*	*	*						
Drive System	*	*	*	*						
Fuel System	*	*	*	*						
Electrical	*	*	*	*						
Climate Syst.	*	*	*	*						
Suspension	*	*	*	*						
Brakes	*	*	*	*						
Exhaust	*	*	*	*						
Paint/Trim	*	*	*	*						
Noises & Leaks	*	*	*	*						
Body Hardware	*	*	*	*						
Power Equip.	*	*	*	*						
In-Car Electr.	*	*	*	*						

PRICES

2013	$10,400 - $11,300
2014	$12,100 - $13,200
2015	$13,800 - $15,100
2016	$15,100 - $15,100
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Volkswagen Golf

The Golf has long been solid, practical, and fun-to-drive. Versions with the diesel engine get great fuel economy, and they have among the lowest depreciation of any cars, making them very cheap to own. The impressive 2010 redesign saw the Golf gain responsive handling, a comfortable ride, impressive interior quality, and supportive seats. In 2015 a smoother and more refined 1.8-liter four-cylinder turbo replaced the five-cylinder engine. Soft-touch materials and quality components upgrade the passenger experience considerably. A wagon and a high-performance AWD Golf R were also added to the lineup. We recommend finding a car with the optional HID lights, which perform much better than the standard halogens. USB ports were finally added for 2016 as well as available keyless access and push-button start. The Alltrack, an AWD wagon with a raised ride height, was new for 2017. A 1.4-liter engine became standard in 2019. 2021 was the final year for the Golf.

REDESIGN/FRESHENING: 2010, 2015, 2022

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'13	'14	**'15**	'16	'17	'18	'19	'20	'21	**'22**
Overall Reliability	*	*	↓	⇊	!	!	⇊	*	*	*
Engine, Major	*	*	⇊	⇊	⇈	⇈	!	*	*	*
Engine Minor	*	*	⇊	!	⇈	⇊	⇊	*	*	*
Engine Cooling	*	*	⇊	⇊	⇈	⇈	⇈	*	*	*
Trans. Major	*	*	⇈	!	⇊	⇈	↑	*	*	*
Trans. Minor	*	*	⇈	⇈	!	⇈	⇈	*	*	*
Drive System	*	*	⇈	!	↓	⇈	⇊	*	*	*
Fuel System	*	*	↓	⇈	⇊	⇈	⇈	*	*	*
Electrical	*	*	⇊	⇊	⇈	⇈	⇊	*	*	*
Climate Syst.	*	*	!	!	⇊	⇊	⇊	*	*	*
Suspension	*	*	⇈	⇈	⇈	⇊	↑	*	*	*
Brakes	*	*	↑	↑	⇈	↓	⇊	*	*	*
Exhaust	*	*	↓	⇈	⇈	⇈	⇈	*	*	*
Paint/Trim	*	*	↓	⇊	!	⇊	⇈	*	*	*
Noises & Leaks	*	*	⇊	!	!	⇈	⇊	*	*	*
Body Hardware	*	*	!	⇈	!	⇊	⇈	*	*	*
Power Equip.	*	*	↑	⇈	!	⇊	↑	*	*	*
In-Car Electr.	*	*	⇈	⇈	↑	⇈	⇊	*	*	*

PRICES

2013	$8,100 - $17,600
2014	$10,200 - $12,000
2015	$9,500 - $22,100
2016	$11,800 - $24,200
2017	$15,400 - $27,600
2018	$16,200 - $33,500
2019	$17,100 - $35,600
2020	$19,200 - $20,200
2021	$20,800 - $21,700
2022	$43,600 - $44,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	Good	NT
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	NT

Volkswagen Golf SportWagen

The SportWagen is a practical and enjoyable to drive small wagon. In our tests of the 1.8-liter turbo paired with a six-speed automatic, we got 28 mpg overall. In 2017 Volkswagen turned the Golf SportWagen into the Alltrack small-SUV, equipping it with standard all-wheel drive and slightly increased ground clearance. Despite the rugged posturing, the Alltrack truly triumphs on the road. Sharp steering and quick reflexes make it fun to drive. The ride is a touch firm but compliant and the cabin is quiet. Expect 25 mpg overall from the 1.8-liter turbo four. Great visibility, supportive seats, and simple controls are welcome, but modest dimensions limit rear-seat and cargo space. For 2019, the 1.8-liter engine is replaced by a 147-hp 1.4-liter turbo, mated to either a six-speed manual or an eight-speed automatic transmission. 2019 was the final year for the wagon.

REDESIGN/FRESHENING:
2015

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability			⇊	⇊	↑	↓	⇊			
Engine, Major			I	⇊	⇈	↓	⇊			
Engine Minor			⇊	⇊	⇈	↓	⇊			
Engine Cooling			↓	⇊	↓	⇈	⇊			
Trans. Major			⇈	⇈	⇈	↓	⇈			
Trans. Minor			↓	⇈	↓	↓	⇈			
Drive System			⇊	⇈	⇈	⇈	⇈			
Fuel System			⇊	↓	⇈	⇈	⇈			
Electrical			I	⇊	⇈	⇈	⇈			
Climate Syst.			⇊	⇈	⇈	I	⇈			
Suspension			⇊	I	↓	↓	⇊			
Brakes			⇊	I	⇊	I	⇊			
Exhaust			⇈	⇈	⇈	⇈	⇈			
Paint/Trim			⇈	⇈	⇈	⇈	⇈			
Noises & Leaks			I	⇊	⇊	⇊	↓			
Body Hardware			I	⇈	⇈	⇈	⇊			
Power Equip.			↓	⇊	⇈	⇊	⇈			
In-Car Electr.			↓	↑	I	⇈	↑			

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	Good	Good	NT
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	-	-	-
2021	-	-	-
2022	-	-	-

Volkswagen GTI

The GTI excels at combining hatchback practicality, a fairly civilized ride, and relatively quiet cabin with super-agile handling, a crisp shifter, and invigorating exhaust note. The all-wheel-drive Golf R is more powerful, but not that much more enjoyable. Fit and finish is very good and the torso-hugging sports seats are supportive yet comfortable. The 2015 update kept the excitement but upgraded the interior with luxurious materials, comfortably supportive seats, and a comprehensive and easy-to-use infotainment system. Look for a mid-level trim to get the HID headlights, as they perform much better than the standard halogens. Changes for 2018 include a 10-hp bump and a standard start/stop system for DSG-equipped models. Updates for 2019 included another increase in horsepower and a seven-speed DSG replaced the six-speed. A Rabbit Edition was new. The 2020 model year got a lot of standard safety equipment.

REDESIGN/FRESHENING:
2010, 2015, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2020.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	⇊	⇊	⇊	I	I	*	*	*
Engine, Major	*	*	⇊	⇊	⇊	⇈	⇈	*	*	*
Engine Minor	*	*	⇊	⇊	⇊	⇈	⇈	*	*	*
Engine Cooling	*	*	⇊	⇊	⇊	⇈	⇈	*	*	*
Trans. Major	*	*	↓	⇊	⇊	⇈	⇈	*	*	*
Trans. Minor	*	*	⇊	I	⇈	I	⇈	*	*	*
Drive System	*	*	⇈	I	⇈	⇊	I	*	*	*
Fuel System	*	*	I	⇊	⇊	⇈	⇈	*	*	*
Electrical	*	*	⇊	⇊	↑	⇈	⇈	*	*	*
Climate Syst.	*	*	⇊	I	⇈	⇈	⇊	*	*	*
Suspension	*	*	⇈	⇈	⇈	I	⇈	*	*	*
Brakes	*	*	↓	↑	⇈	↑	⇈	*	*	*
Exhaust	*	*	⇈	⇈	⇈	⇈	⇈	*	*	*
Paint/Trim	*	*	⇊	↓	⇈	↓	↓	*	*	*
Noises & Leaks	*	*	⇊	⇊	⇊	⇈	⇊	*	*	*
Body Hardware	*	*	⇊	⇊	⇈	⇊	↓	*	*	*
Power Equip.	*	*	⇈	↑	⇈	⇈	⇈	*	*	*
In-Car Electr.	*	*	⇈	⇈	⇊	↑	↓	*	*	*

PRICES

2013	$10,400 - $11,500
2014	$13,000 - $14,500
2015	$14,200 - $16,600
2016	$16,100 - $18,800
2017	$18,100 - $22,300
2018	$20,900 - $25,500
2019	$23,800 - $29,300
2020	$25,300 - $31,300
2021	$27,000 - $33,800
2022	$29,200 - $36,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	Good	NT
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	NT

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Volkswagen Jetta

The Jetta has always been a beautifully finished, sharp-handling premium small car. The 2011 redesign brought a spacious rear seat, but it also has cheaper interior materials than in the previous generation and lost some of the crispness of its handling. The car has been improved gradually since then. A hybrid debuted in 2013, and got 37 mpg. New for 2016 was a refined and energetic 1.4-liter turbo four-cylinder that got 32 mpg overall in our testing. The seventh generation 2019 Jetta has easy-to-use controls, great fuel economy, and a roomy cabin. The 1.4-liter turbo and eight-speed automatic feel a bit sleepy at times, but deliver responsive acceleration and an excellent 34 mpg overall. The ride is absorbent and handling is competent, but a bit dull. The cabin is relatively quiet. Most versions come with synthetic leather seats and automatic climate controls.

REDESIGN/FRESHENING:
2011, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2022.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	⏬	🔽	⏬	🔼	❙	*	🔼	⏬	⏫	*
Engine, Major	🔽	❙	🔽	❙	🔽	*	⏫	⏬	⏫	*
Engine Minor	🔼	❙	⏫	⏫	🔼	*	⏫	⏬	⏫	*
Engine Cooling	⏫	⏬	⏬	⏫	🔼	*	⏫	⏬	⏫	*
Trans. Major	⏬	⏫	⏬	❙	🔼	*	🔼	🔽	⏫	*
Trans. Minor	⏬	❙	🔼	❙	🔼	*	🔽	🔽	⏫	*
Drive System	⏬	⏬	⏬	⏫	🔼	*	⏫	⏬	⏫	*
Fuel System	⏬	⏬	🔽	⏬	🔽	*	🔼	🔽	⏫	*
Electrical	🔼	⏬	🔽	❙	❙	*	⏫	⏫	⏫	*
Climate Syst.	⏬	🔽	⏬	🔼	❙	*	🔽	🔽	⏫	*
Suspension	🔽	🔼	⏬	🔼	❙	*	⏫	🔽	⏫	*
Brakes	⏬	⏫	🔼	🔼	⏫	*	❙	⏬	⏫	*
Exhaust	⏬	⏬	⏫	❙	⏫	*	⏫	⏫	⏫	*
Paint/Trim	🔼	⏫	⏫	⏫	🔼	*	⏫	🔽	⏫	*
Noises & Leaks	🔽	🔼	⏬	⏫	⏫	*	⏫	⏫	⏫	*
Body Hardware	⏫	❙	⏬	❙	🔼	*	🔼	🔽	⏫	*
Power Equip.	❙	⏬	🔼	⏬	🔼	*	❙	⏫	⏫	*
In-Car Electr.	❙	⏫	🔼	🔼	🔽	*	🔼	⏬	⏬	*

PRICES

2013	$6,200 - $11,100
2014	$7,100 - $13,300
2015	$9,900 - $14,800
2016	$11,900 - $16,600
2017	$13,900 - $18,600
2018	$15,500 - $22,200
2019	$17,500 - $26,100
2020	$18,900 - $28,100
2021	$20,000 - $30,400
2022	$21,600 - $32,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Marg.	🔼/⏫
2014	Good	Marg.	🔼/⏫
2015	Good	Good	🔼/⏫
2016	Good	Good	🔼/⏫
2017	Good	Good	🔼/⏫
2018	Good	Good	🔼/⏫
2019	Good	Good	🔼/⏫
2020	Good	Good	🔼/⏫
2021	Good	Good	🔼/⏫
2022	Good	Good	🔼/⏫

Volkswagen Passat

Volkswagen's midsized sedan has a comfortable ride, capable handling, and a spacious interior. The turbo four-cylinder got good fuel economy, the car feels solid and substantial with comfortable seats, and the trunk is massive. For 2014, a 1.8-liter turbo four-cylinder replaced the base five-cylinder to improve fuel economy and refinement. The top-line SEL V6 offers plenty of power and plusher accommodations than lower-trim Passats. The 2020 redesign carries over the prior generation's platform and powertrain but helps keep pace with the competition. The ride is firm, and absorbs bumps decently. The 2.0-liter, turbo four-cylinder and six-speed automatic deliver power effortlessly, but fuel economy trails the competition. The front seats are comfortable and the rear seat is spacious, and we found the controls and infotainment system are easy to use. 2022 was the final year for the Passat.

REDESIGN/FRESHENING:
2012, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	**'20**	'21	'22
Overall Reliability	🔽	⏬	❙	⏬	⏫	⏬	*	*	*	*
Engine, Major	⏬	⏬	🔼	⏬	🔼	⏫	*	*	*	*
Engine Minor	❙	🔼	🔽	⏬	⏫	🔽	*	*	*	*
Engine Cooling	⏬	⏬	⏫	❙	🔼	🔽	*	*	*	*
Trans. Major	⏫	🔽	⏫	❙	⏫	⏫	*	*	*	*
Trans. Minor	⏫	⏬	⏫	❙	⏫	⏫	*	*	*	*
Drive System	⏫	🔽	❙	⏬	🔼	🔽	*	*	*	*
Fuel System	⏬	⏬	⏬	⏫	⏫	⏬	*	*	*	*
Electrical	❙	⏬	🔼	⏬	❙	🔽	*	*	*	*
Climate Syst.	⏬	⏬	⏬	❙	❙	⏫	*	*	*	*
Suspension	❙	🔽	⏬	❙	⏫	🔽	*	*	*	*
Brakes	⏬	⏫	🔽	⏬	❙	⏬	*	*	*	*
Exhaust	⏬	🔽	⏫	⏫	⏫	⏫	*	*	*	*
Paint/Trim	⏫	⏫	⏫	⏫	⏫	🔽	*	*	*	*
Noises & Leaks	❙	❙	❙	⏫	⏫	⏫	*	*	*	*
Body Hardware	⏬	⏬	⏫	⏫	⏫	🔽	*	*	*	*
Power Equip.	⏬	🔽	🔼	⏫	⏫	🔽	*	*	*	*
In-Car Electr.	🔼	⏬	🔼	❙	⏬	⏬	*	*	*	*

PRICES

2013	$8,000 - $10,500
2014	$9,200 - $11,700
2015	$10,200 - $13,700
2016	$12,800 - $17,600
2017	$15,400 - $19,900
2018	$17,600 - $24,400
2019	$20,200 - $23,100
2020	$20,000 - $26,400
2021	$22,400 - $27,000
2022	$26,500 - $30,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Accpt.	⏫/⏫
2014	Good	Accpt.	⏫/⏫
2015	Good	Accpt.	⏫/⏫
2016	Good	Good	🔼/⏫
2017	Good	Good	🔼/⏫
2018	Good	Good	🔼/⏫
2019	Good	Good	🔼/⏫
2020	Good	Good	🔼/⏫
2021	Good	Good	❙/⏫
2022	Good	Good	❙/⏫

Volkswagen Tiguan

The Tiguan bridges the gap between compact and luxury-compact SUVs. We like the quiet cabin, roomy rear seat, and excellent fit and finish, and the front seats are very supportive. However, cargo room was quite modest. Handling is agile and secure, and the ride is comfortable, although beware of versions with the 19-inch tires; they're noisier and ride stiffly. The smooth 2.0-liter, turbo four-cylinder got 20 mpg overall in our tests. For 2012, the Tiguan got a mild freshening, resulting in a boost in fuel economy. The second-generation Tiguan debuted for 2018, grew from one of the smallest to the largest in the segment, and offered a third-row seat. The cabin is among the quietest in the segment, with just a bit of engine noise when revved. Fuel economy improved to 25 mpg overall, but the Tiguan feels slow. Handling is capable and secure, and the ride is comfortable.

REDESIGN/FRESHENING:
2009, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	*	*	*	⏬	⏬	⏬	⏫	🔽	⏺	⏬
Engine, Major	*	*	*	⏬	⏬	🔽	⏫	⏬	⏫	🔽
Engine Minor	*	*	*	⏬	🔽	⏬	⏫	⏬	⏬	⏬
Engine Cooling	*	*	*	⏫	🔽	⏫	⏫	🔽	⏫	🔽
Trans. Major	*	*	*	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	*	*	*	⏬	⏫	⏫	⏫	⏫	⏫	⏬
Drive System	*	*	*	⏬	⏫	⏺	⏫	⏫	⏫	⏫
Fuel System	*	*	*	⏬	🔽	🔽	🔼	🔽	⏫	⏫
Electrical	*	*	*	🔽	⏬	⏬	⏫	⏬	⏺	🔽
Climate Syst.	*	*	*	⏫	🔼	⏬	⏫	⏺	🔼	⏫
Suspension	*	*	*	🔽	⏫	🔼	🔼	🔼	⏫	⏫
Brakes	*	*	*	⏬	⏺	⏬	🔼	⏺	⏫	⏫
Exhaust	*	*	*	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	*	*	*	⏫	⏫	🔼	⏫	⏫	⏺	⏫
Noises & Leaks	*	*	*	⏬	⏫	⏬	⏬	⏬	⏫	⏫
Body Hardware	*	*	*	⏬	⏫	🔼	⏫	⏫	⏺	⏫
Power Equip.	*	*	*	⏺	⏬	⏬	⏫	⏫	⏺	🔽
In-Car Electr.	*	*	*	🔼	⏬	⏺	🔼	⏺	⏬	⏬

PRICES

2013	$7,300 - $10,000
2014	$8,600 - $13,000
2015	$10,400 - $14,300
2016	$12,000 - $15,900
2017	$14,100 - $18,700
2018	$17,500 - $24,700
2019	$19,200 - $29,200
2020	$20,900 - $31,100
2021	$23,400 - $34,100
2022	$25,700 - $35,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/Side
2013	Good	Marg.	⏺/⏫
2014	Good	Marg.	⏺/⏫
2015	Good	Marg.	⏺/⏫
2016	Good	Marg.	⏺/⏫
2017	Good	Marg.	⏺/⏫
2018	Good	Good	NT/⏫
2019	Good	Good	NT/⏫
2020	Good	Good	NT/⏫
2021	Good	Good	NT/⏫
2022	Good	Good	NT/⏫

Volkswagen Touareg

The Touareg was a luxury SUV co-developed with the Porsche Cayenne. Unlike most car-derived SUVs, the first-generation Touareg was an impressive off-roader. The 2011 redesign was a huge improvement in making the Touareg agile, solid, comfortable, and plush. On regular roads the ride is compliant, though a bit jiggly at low speeds. The interior is very quiet. Handling is responsive, with sharp steering. The cargo area is slightly smaller than the Passat wagon's and many controls are overly complicated. The 3.6-liter V6 has a lot of weight to move, but it provides sufficient performance. However, it's on the slow side for this class, and gets only 15 mpg in mixed driving on premium fuel. Changes for 2016 included vented seats for the V6 Lux versions, a power-adjustable steering column, adaptive cruise control and lane-keeping assist for the V6 Executive model. The Hybrid and TDI versions were dropped after 2015. The Touareg was discontinued after the 2017 model year.

REDESIGN/FRESHENING:
2004, 2011

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2017.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*					
Engine, Major	*	*	*	*	*					
Engine Minor	*	*	*	*	*					
Engine Cooling	*	*	*	*	*					
Trans. Major	*	*	*	*	*					
Trans. Minor	*	*	*	*	*					
Drive System	*	*	*	*	*					
Fuel System	*	*	*	*	*					
Electrical	*	*	*	*	*					
Climate Syst.	*	*	*	*	*					
Suspension	*	*	*	*	*					
Brakes	*	*	*	*	*					
Exhaust	*	*	*	*	*					
Paint/Trim	*	*	*	*	*					
Noises & Leaks	*	*	*	*	*					
Body Hardware	*	*	*	*	*					
Power Equip.	*	*	*	*	*					
In-Car Electr.	*	*	*	*	*					

PRICES

2013	$11,600 - $15,100
2014	$13,500 - $18,500
2015	$17,100 - $23,400
2016	$18,400 - $29,200
2017	$22,800 - $26,500
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/Side
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Volvo S60/V60

The S60's 2011 redesign made the car much nicer, with agile handling and a taut, steady ride. The standard T5 is pretty lively but the top-level T6 is quicker and more refined. Rear and side visibility are problematic. The interior is quiet and well-finished, and the front seats are very comfortable. In 2015 the V60 wagon version was added. Updates for 2016 included a new Inscription model, which added almost three inches of rear leg room and other high-end trim bits. The redesigned 2019 model is quiet, has an elegant interior, and comfortable seats. The T5's energetic turbo four-cylinder drives the front wheels and returned 26 mpg overall in our tests. The T6 brings AWD, plus a more powerful engine. The ride is stiff and handling is sound but unexceptional. Unfortunately, the S60 (and V60 wagon) is plagued with Volvo's unintuitive infotainment system, which requires too much swiping, tapping, and eyes off the road.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011, 2019	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019; BSW and RCTW from 2021.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability	│	*	⇊	│	↓	*	↓	│	│	*
Engine, Major	⇊	*	⇊	↓	⇊	*	⇈	⇈	⇈	*
Engine Minor	⇊	*	⇊	↓	⇊	*	⇈	⇈	⇈	*
Engine Cooling	⇊	*	⇊	⇈	⇈	*	⇈	⇈	⇈	*
Trans. Major	⇈	*	⇈	⇈	⇈	*	⇈	⇈	⇈	*
Trans. Minor	⇈	*	⇈	⇈	⇈	*	⇈	⇈	⇈	*
Drive System	⇈	*	↓	↑	│	*	⇈	│	⇈	*
Fuel System	│	*	⇊	⇊	⇊	*	⇈	│	⇈	*
Electrical	↑	*	⇊	↑	⇊	*	⇈	⇈	⇈	*
Climate Syst.	⇈	*	⇊	⇈	↓	*	⇊	⇈	↓	*
Suspension	↑	*	↓	↓	↑	*	⇈	⇈	⇊	*
Brakes	⇈	*	↓	⇊	↑	*	⇊	│	⇈	*
Exhaust	│	*	⇈	⇈	⇈	*	⇈	⇈	⇈	*
Paint/Trim	⇈	*	│	│	⇈	*	⇊	│	⇈	*
Noises & Leaks	↑	*	↑	│	↓	*	│	│	⇈	*
Body Hardware	⇈	*	⇊	⇈	│	*	│	│	⇈	*
Power Equip.	│	*	⇊	⇈	│	*	⇈	│	↓	*
In-Car Electr.	↑	*	│	↓	│	*	│	↓	⇊	*

PRICES

2013	$8,700 - $16,100
2014	$10,400 - $17,500
2015	$11,300 - $19,400
2016	$13,700 - $23,600
2017	$17,600 - $26,900
2018	$20,800 - $29,100
2019	$26,100 - $37,900
2020	$28,600 - $48,700
2021	$30,600 - $51,100
2022	$34,200 - $55,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Good	⇈/⇈
2014	Good	Good	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	NT
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈

Volvo S80, S90/V90

Volvo's flagship sedan was never a top contender in its class. It has lots of interior room and secure handling, but some controls are awkward. The top trim has a V8 engine and all-wheel drive, while the front-wheel-drive models use a 3.2-liter six or a 3.0-liter turbo six. The rear seat is snug, the ride was stiff, and some controls were confusing. Optional advanced driver assistance systems include blind spot warning and active cruise control. The S80 was replaced from 2017 with the all-new S90. It offers two turbo four-cylinder engines and all-wheel drive. We recorded a decent 23 mpg overall. The S90 has a roomy, well-finished interior, but the ride is and the controls are complex. The engines can get noisy, which is unbefitting for a luxury sedan. Handling is competent and sound, but the Volvo lacks any driving excitement. The V90 is the wagon version.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2007, 2017	ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2017. RCTW standard from 2018.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	**'17**	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	*	*	⇊	*	*	*	*
Engine, Major	*	*	*	*	*	⇊	*	*	*	*
Engine Minor	*	*	*	*	*	⇊	*	*	*	*
Engine Cooling	*	*	*	*	*	⇈	*	*	*	*
Trans. Major	*	*	*	*	*	⇈	*	*	*	*
Trans. Minor	*	*	*	*	*	⇈	*	*	*	*
Drive System	*	*	*	*	*	⇈	*	*	*	*
Fuel System	*	*	*	*	*	⇈	*	*	*	*
Electrical	*	*	*	*	*	⇊	*	*	*	*
Climate Syst.	*	*	*	*	*	│	*	*	*	*
Suspension	*	*	*	*	*	⇈	*	*	*	*
Brakes	*	*	*	*	*	⇊	*	*	*	*
Exhaust	*	*	*	*	*	⇈	*	*	*	*
Paint/Trim	*	*	*	*	*	⇈	*	*	*	*
Noises & Leaks	*	*	*	*	*	⇈	*	*	*	*
Body Hardware	*	*	*	*	*	⇈	*	*	*	*
Power Equip.	*	*	*	*	*	⇊	*	*	*	*
In-Car Electr.	*	*	*	*	*	↓	*	*	*	*

PRICES

2013	$9,300 - $12,100
2014	$11,100 - $13,800
2015	$11,200 - $17,200
2016	$13,500 - $15,200
2017	$21,500 - $25,700
2018	$23,900 - $36,600
2019	$27,300 - $41,000
2020	$33,000 - $45,000
2021	$37,000 - $49,300
2022	$40,700 - $52,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	Good	NT
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT

Volvo XC40

The Volvo XC40 joins the growing niche of small luxury SUVs. The T5 trim we tested comes standard with AWD and a 248-hp turbocharged four-cylinder engine that packs a decent punch. Front-wheel-drive T4 versions have a 187-hp turbo engine. Like other Volvos, the ride is stiff, and the engine has a coarse growl. Worse, the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished and the front seats are very comfortable. Automatic emergency braking is standard. Other available features include rear cross-traffic alert with braking assist, 360-degree camera, adaptive cruise control and lane-keep assist. Volvo's semi-self-driving Pilot Assist system is offered as an option. It combines steering assistance and adaptive cruise control to try to make driving easier.

REDESIGN/FRESHENING:
2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	**'19**	'20	'21	'22
Overall Reliability							🔼	❗	❗	🔼
Engine, Major							⏫	⏫	⏫	⏫
Engine Minor							⏫	🔼	🔼	❗
Engine Cooling							⏫	⏫	🔼	⏫
Trans. Major							⏫	⏫	⏫	⏫
Trans. Minor							⏫	⏫	⏫	⏫
Drive System							❗	⏫	⏫	⏫
Fuel System							⏫	🔼	⏫	⏫
Electrical							⏫	⏫	🔼	❗
Climate Syst.							⏫	⏬	⏫	⏫
Suspension							⏫	⏫	❗	⏫
Brakes							⏬	🔼	⏫	🔼
Exhaust							⏫	⏫	⏫	⏫
Paint/Trim							⏫	🔼	⏫	⏫
Noises & Leaks							⏫	⏫	❗	⏫
Body Hardware							🔽	⏬	🔼	⏫
Power Equip.							🔽	🔼	🔼	⏫
In-Car Electr.							⏫	🔽	⏬	🔽

PRICES

2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	$28,600 - $33,000
2020	$30,100 - $35,800
2021	$31,400 - $45,500
2022	$33,900 - $50,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	NT
2020	Good	Good	⏫/⏫
2021	Good	Good	⏫/⏫
2022	Good	Good	⏫/⏫

Volvo XC60

The XC60 is a compact, upscale SUV that feels solid and substantial, but it isn't as sporty as some competitors. The ride is stiff but handling is responsive and secure at its limits. The 281-hp, 3.0-liter turbo six-cylinder performs well, but fuel economy is a mediocre 17 mpg overall. Most exterior noises are well suppressed. The cabin is attractively finished with high-quality materials and offers integrated child booster seats in the rear seat. The seats are well shaped and comfortable but rear leg room is a bit tight. The 2018 redesign included an elegant interior, but the controls were confusing, the ride was unduly stiff, and the engine sounded unpolished when revved. The 2.0-liter turbo four-cylinder and eight-speed automatic returned 23 mpg overall. For 2019, a less expensive front-drive only version was available. Other changes for 2020 included a new 12.3-inch display in the instrument panel showing information such as navigation directions, telephone and road signs.

REDESIGN/FRESHENING:
2010, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB standard from 2018; BSW and RCTW from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	**'18**	'19	'20	'21	'22
Overall Reliability	🔼	*	❗	❗	⏫	❗	🔼	❗	❗	⏬
Engine, Major	⏫	*	⏬	🔽	⏫	🔼	⏫	⏫	🔼	⏬
Engine Minor	🔼	*	🔼	⏬	❗	🔼	⏫	⏫	⏫	⏬
Engine Cooling	⏫	*	⏫	🔼	⏫	🔼	⏫	⏫	⏫	⏫
Trans. Major	🔽	*	⏫	⏫	⏫	⏫	⏫	⏫	🔼	⏫
Trans. Minor	⏫	*	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Drive System	⏫	*	⏬	🔼	❗	⏫	🔼	⏫	⏫	⏫
Fuel System	⏫	*	🔼	⏬	⏬	⏫	🔽	🔽	🔼	⏫
Electrical	⏫	*	🔽	❗	⏫	🔽	⏫	⏫	🔼	⏬
Climate Syst.	🔽	*	❗	⏬	🔼	⏬	⏬	⏫	🔼	⏫
Suspension	❗	*	⏫	⏫	⏫	⏬	🔼	⏫	⏫	⏫
Brakes	🔼	*	❗	⏫	❗	❗	❗	🔽	⏬	⏫
Exhaust	🔽	*	🔽	⏫	❗	🔽	🔼	⏫	⏫	⏫
Paint/Trim	❗	*	❗	❗	❗	⏫	⏫	⏬	🔼	🔼
Noises & Leaks	❗	*	🔽	❗	🔼	⏬	⏬	🔼	⏫	⏫
Body Hardware	⏫	*	⏫	⏫	❗	🔼	🔼	⏬	❗	🔽
Power Equip.	⏬	*	⏫	⏬	⏫	🔽	🔼	🔼	🔼	⏬
In-Car Electr.	🔼	*	❗	⏬	🔽	⏫	❗	🔼	🔽	⏬

PRICES

2013	$10,500 - $13,700
2014	$12,100 - $15,800
2015	$12,800 - $18,600
2016	$15,200 - $21,800
2017	$17,700 - $23,100
2018	$27,400 - $37,200
2019	$28,700 - $42,800
2020	$32,200 - $52,200
2021	$33,600 - $54,400
2022	$39,200 - $62,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	Good	⏫/⏫
2014	Good	Good	⏫/⏫
2015	Good	Good	⏫/⏫
2016	Good	Good	⏫/⏫
2017	Good	Good	⏫/⏫
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	⏫/⏫
2021	Good	Good	⏫/⏫
2022	Good	Good	⏫/⏫

⇊ ↓ ● ↑ ⇈
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Volvo XC70

The XC70 Cross Country was an SUV-like raised wagon, available with all-wheel drive. The standard five-cylinder engine was available with a turbocharger, which improved acceleration dramatically. In our tests of the XC70, the ride was stiff and unsettled, and handling was short on agility. The front seats provided excellent comfort. The roomy interior offered an optional third-row seat. The 2008 redesign dropped the third row. Engine choices included two six-cylinder engines: a base 3.2-liter and a turbocharged 3.0. Performance is adequate, but the XC70 averaged just 18 mpg. The XC70 disappeared after 2016.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011	ABS, ESC, side, and head protection airbags standard.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	↑	⇈						
Engine, Major	*	*	↑	●						
Engine Minor	*	*	↓	↓						
Engine Cooling	*	*	↓	⇈						
Trans. Major	*	*	⇈	⇈						
Trans. Minor	*	*	⇈	⇈						
Drive System	*	*	●	⇈						
Fuel System	*	*	⇈	↓						
Electrical	*	*	⇊	⇈						
Climate Syst.	*	*	↑	↑						
Suspension	*	*	⇈	⇈						
Brakes	*	*	↑	⇈						
Exhaust	*	*	⇈	⇈						
Paint/Trim	*	*	⇈	⇈						
Noises & Leaks	*	*	↑	⇈						
Body Hardware	*	*	⇈	⇈						
Power Equip.	*	*	⇈	⇈						
In-Car Electr.	*	*	↑	⇈						

PRICES

2013	$11,700 - $16,300
2014	$12,400 - $17,700
2015	$15,200 - $23,600
2016	$17,600 - $24,300
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-

Volvo XC90

Pre-2016 XC90s were roomy but thirsty for fuel. A redesign arrived for 2016, and made the XC90 a well-equipped three-row SUV. Base models use a 2.0-liter four-cylinder turbo, offered with front or all-wheel drive. Our tested turbo and supercharged version delivered decent punch and returned 20 mpg overall, but had a raspy sound. All versions use an eight-speed automatic. Handling is commendable, but the ride is stiff, though the optional air suspension makes it more comfortable. The interior is quiet, plush, and modern, with super comfortable seats. But the touchscreen infotainment system is unintuitive. Changes for 2020 included a new 12.3-inch display in the instrument panel showing information such as navigation directions, telephone and road signs. Also, the battery size for the plug-in hybrid increased to 11.6 kWh.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2016	ABS, ESC, side and head protection air bags std. FCW and AEB standard from 2016; BSW and RCTW from 2018.	AWD; Front

RELIABILITY HISTORY

	'13	'14	'15	**'16**	'17	'18	'19	'20	'21	'22
Overall Reliability	*	*	*	⇊	⇊	●	●	↓	⇊	↓
Engine, Major	*	*	*	⇊	⇈	⇈	⇈	⇈	●	●
Engine Minor	*	*	*	⇊	↓	⇈	↓	⇈	⇈	⇈
Engine Cooling	*	*	*	↓	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	*	*	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	*	*	*	⇈	↓	⇈	⇈	⇈	⇈	⇈
Drive System	*	*	*	↓	●	↑	⇈	⇈	●	⇈
Fuel System	*	*	*	↓	⇊	↑	●	↓	⇈	⇈
Electrical	*	*	*	●	↓	⇈	↑	⇊	⇊	●
Climate Syst.	*	*	*	⇊	⇊	⇊	⇊	⇈	⇊	⇈
Suspension	*	*	*	⇊	⇊	↑	●	⇊	⇈	⇈
Brakes	*	*	*	⇊	⇊	↑	⇊	●	⇊	⇈
Exhaust	*	*	*	⇈	●	⇈	⇈	⇈	⇈	⇈
Paint/Trim	*	*	*	●	⇈	⇈	⇈	⇊	⇈	●
Noises & Leaks	*	*	*	⇊	↑	●	⇊	⇊	⇊	⇊
Body Hardware	*	*	*	⇊	↓	⇈	⇈	⇊	⇈	●
Power Equip.	*	*	*	⇈	⇊	⇊	↑	⇈	⇈	●
In-Car Electr.	*	*	*	↓	●	⇊	↓	↑	●	●

PRICES

2013	$9,400 - $12,000
2014	$11,200 - $14,200
2015	-
2016	$19,500 - $27,000
2017	$22,500 - $38,800
2018	$27,900 - $48,500
2019	$32,200 - $60,400
2020	$35,400 - $53,200
2021	$38,700 - $60,000
2022	$44,300 - $65,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2013	Good	NT	NT
2014	Good	Good	NT
2015	NT	NT	NT
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈

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